



The Fly-By

A Quarterly Publication of the
Southwest Region
July, 2020



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The Fly-By is published quarterly on the first month of each quarter. Deadline for submissions are:

1Q – 20 December

2Q – 20 March

3Q – 20 June

4Q – 20 September

Text may be submitted in the body of an e-mail (preferred) or as a document attached to an e-mail (a .txt or Word .doc/docx, or, if written in another word processor, saved as an .RTF).

Images in JPG format, un-retouched, un-cropped, and at least 1200 x 900 pixels, sent as attachments, never embedded in the document.

Credits: In all cases, please give full grade, name and unit of assignment of

- The article's author(s),
- Photographer, and
- Anyone in the article or appearing in photos.

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Send submissions to the Editor at:

awoodgate@austin.rr.com

Message size limit: 20 MB

SWR Commander's Corner

Life has certainly changed since our last issue of The Fly-By, but our volunteers are adapting and overcoming these new challenges. Civil Air Patrol volunteers in every Southwest Region wing are participating in COVID-19 response missions. This is the largest CAP mission since World War II and, similar to the Greatest Generation, our volunteers have answered the call and are helping with blood drives, food distribution, and transporting Personal Protective Equipment and test samples.

At the recent SWR Staff Meeting, I was informed that nearly 100 percent of our units are participating in some sort of virtual meetings or training. I can certainly attest to signing a large number of virtual Region Staff College applications, and you should absolutely check out the articles in this issue of The Fly-By that tell about virtual training.

One thing has not changed since our last issue, and that is our volunteers who continue to amaze me with their selfless contributions and outstanding performance. I was recently notified by Col. Regena Aye, CAP's new Chief of Education and Training, that our Region Director of Professional Development, Lt. Col. Phil Kost, finished an online Unit Commander's Course near the top of his class, and was cited for an outstanding presentation on analyzing the Commander's Dashboard (I may ask him for some help with that!).

We were also informed by National Commander Maj. Gen. Mark Smith that Lt. Col. Aaron Oliver in the Oklahoma Wing was selected as CAP's 2020 Col. David Kantor Operations Staff Officer of the Year, and the Arizona Wing won the 2020 Paul W. Turner Safety Award for the best safety program in the Nation.

Another thing that has not changed is inspections. CAP-USAF Southwest Liaison Region inspected our aircraft and vehicles this week (we passed!). Social distancing was used during the inspection and, after they were done, they cleaned the aircraft and SUV, just as is called for in our COVID-19

risk management protocols. They take risk management seriously, and I want you to do so as well.

As our volunteers continue to perform our many Missions for America, I want to stress the need to conduct those missions safely. Follow the COVID-19 guidelines, use social distancing, wear a mask, and wash your hands!

Thanks for what you are doing for our organization and your communities. Stay engaged! You are making a difference!

Col. Joe R. Smith, CAP
Southwest Region Commander

Safety is Priority One

Please read the latest issue of The Safety Beacon for timely, seasonal advice at <http://members.gocivilairpatrol.com/safety/>

Have you taken the **Operational Risk Management** Basic, Intermediate and Advanced online courses? Please visit: http://www.capmembers.com/safety/safety_education/

- Safety must be on every CAP member's mind, at all times.
- Before engaging in any CAP activity, a safety briefing must be conducted.
- Don't miss the Safety Specialty Track training posted at <http://www.capmembers.com/safety/safety-newsletters-2248/>
- ***Safety is our Number One Priority.***

How to Submit News Items for this Newsletter

Which Articles Are Best?

Ideally, articles should deal with a wing-wide event, preferably conducted in conjunction or coordinated with another wing (or better yet across regions).

Individual articles dealing with a subject that is of interest to a broad audience qualify as well.

Articles bylined by cadets, especially when the subject is of interest to a broad audience, are also welcome.

Do I Submit Photos?

Articles with no photos may not be selected for publication. Do not embed images in a Word document. Instead, send in the original, un-retouched, full-size digital photos as attachments. Photo file size of under 500 KB may not be suitable for publication.

If You Have Article Ideas or Suggestions

If you have an article in mind but are not sure whether it would be acceptable, you need some guidance in writing it, or you would like to comment on the material published here, please feel free to contact the editor: awoodgate@austin.rr.com. 📧



Top: (L-R) Arizona Wing members Maj. Jerad Hoff, Maj. Justin Ogden and Col. Brian Ready share some downtime for the cell phone team. (Photos: CAP National HQ)



CAP Cell Forensics Team Achieves 1,000th 'Find' – a Major Milestone

by Public Affairs, CAP National Headquarters

MAXWELL AIR FORCE BASE, Ala. – During April 2020, Civil Air Patrol's award-winning National Cell Phone Forensics Team achieved another major milestone, recording its 1,000th find of a lost or missing person on the way to its 656th life saved since the innovative technology was developed.

Civil Air Patrol, the official auxiliary of the U.S. Air Force, conducts approximately 90% of all search operations within the United States as assigned by the Air Force Rescue Coordination Center (AFRCC).

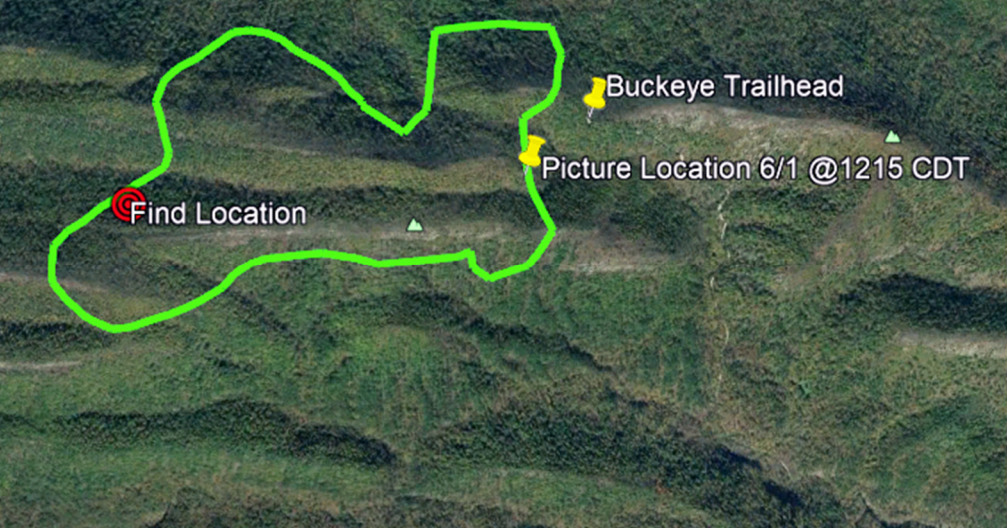
"Technology applications are woven into the DNA of the Air Force, and our Civil Air Patrol is no exception," said Lt. Gen. Marc H. Sasseville, commander, Continental U.S. North American Aerospace Defense Command Region - 1st Air Force. "Our Air Force Rescue Coordination Center has a 24/7 hotline right into CAP, so that we can get help to our citizens as quickly as possible."

Since its inception in late 1941, Civil Air Patrol has traditionally performed search and rescue missions by operating the world's largest fleet of single engine piston-powered aircraft.

As a technology innovator, Civil Air Patrol adapts, adopts, and develops tools to make performing search and rescue and other emergency services missions more efficient. Leveraging tools like cell phone forensics and radar analysis make it faster and easier to help locate – find – the subject of a search even in situations when it is not possible to launch an aircraft because of poor flying conditions, remote locations, and more.

In Civil Air Patrol terms, a find is recorded when the team assists local searchers in locating a missing person – in the 1,000th case, a 29-year-old hiker was reported missing on the western slope of Colorado. A save occurs when the missing person, typically in a life-threatening situation, could not self-recover, and was delivered to a safe place alive.

Year	Missions	Finds	Saves
TOTAL	2188	1002	659
2020	97	55	32
2019	341	212	99
2018	364	208	156
2017	363	163	90
2016	284	91	75
2015	182	61	65
2014	132	66	54
2013	102	58	43
2012	80	28	17
2011	71	10	2
2010	83	20	13
2009	52	23	6
2008	27	7	7
2007	6		
2006	4		



2020

Left: The National Cell Phone Forensics Team provided this graphic showing most likely search areas for a missing hiker in Polk County, Arkansas, in June 2019. The information helped guide a helicopter to the spot where the man was crawling around in a wilderness area, after being reported missing nearly a week earlier.

The U.S. Air Force Auxiliary has been carrying

out cell phone forensics missions for the AFRCC since 2006. CAP's support began as a last-resort tool for locating missing persons and overdue aircraft, but has evolved into a primary resource for search and rescue.

Right: The cell phone team generated this graphic that quickly led searchers to the spot where a hiker fell into the subfreezing Hoh River in northwestern Washington state in January. "Technology has changed how we operate," said John Desmarais, CAP's director of operations.

"What used to take days of laborious searching is now done remotely using technology to find more people, and find them faster."

Cell phone data is often the first tool used in a search for a missing individual, since most people carry their phone at all times. For example, three individuals who recently survived a plane crash in the Berkshire Mountains of Massachusetts might not have survived until morning due to exposure to subfreezing temperatures.

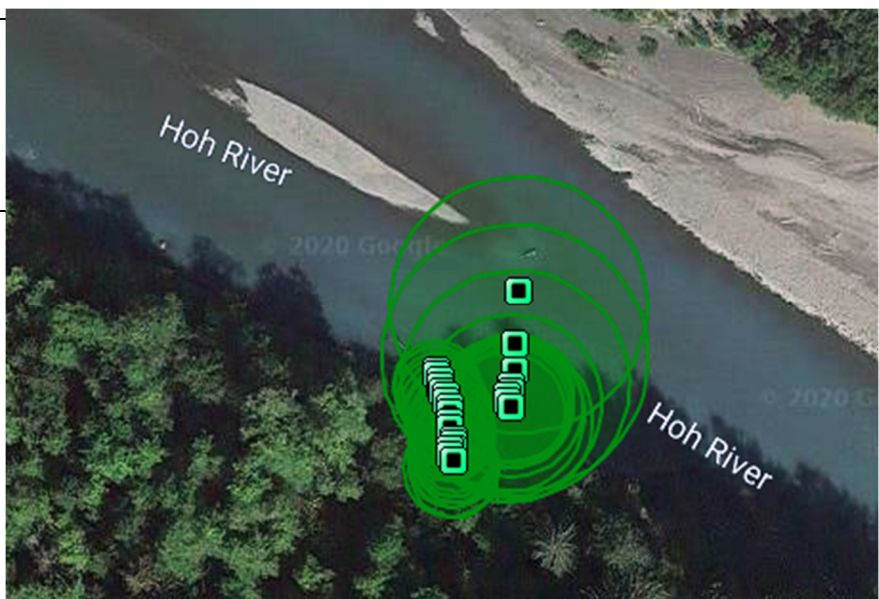
However, using cell phone forensics in conjunction with radar analysis, the location of the survivors was ascertained via cell phone within eight minutes, and the three individuals were rescued in just 48 minutes.

Missing aircraft as well as lost and stranded hikers, snowmobilers, skiers and boaters have been found with the help of cell phone data. "It's not just where the phone last was, but we can get a picture of a stream of events over time," said Maj. Justin Ogden, who built and improved the software the team uses to establish a "most likely area" for the search and rescue personnel.

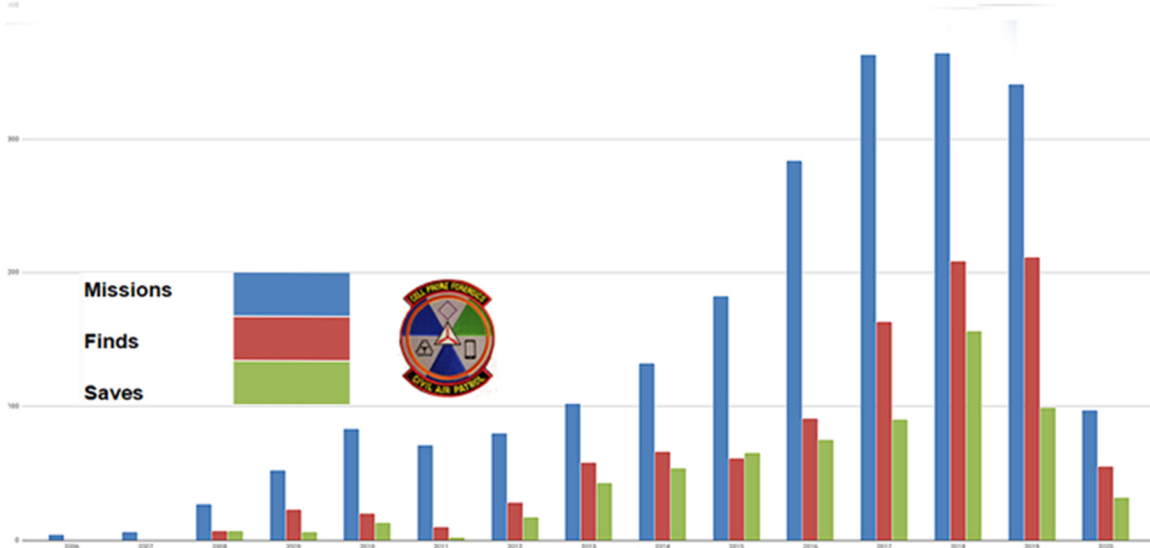
"While most cellular carriers will provide a latitude and longitude, colloquially known as a 'ping,' the carriers don't provide any further analysis or services past that," said Maj. Jerad Hoff, an analyst on the team. "Justin (Ogden) has processed and analyzed so many cases, and with that unparalleled experience comes a trend analysis that leads him to sorting the good data from the bad faster than anyone else can."

Before 2009, the AFRCC assigned about 2,000 missions a year to CAP, with searches for activated aircraft emergency locator transmitters dominating. In February 2009, the satellite system that monitored the old-style 121.5-megahertz emergency beacons was turned off, and the annual mission count was reduced by at least half.

Since then, the cell phone team has contributed to a dramatic rise in the number of saved lives credited to CAP by the AFRCC. "We're saving more lives and doing more missions in a cost-effective manner," Desmarais said.



Civil Air Patrol National Cell Phone Forensics Team 2006-2020



Left: Arizona Wing's Maj. John Schofield is one of four fully qualified analysts on the CAP National Cell Phone Forensics Team.

Below: Arizona Wing's Lt. Col. Vic LaSala is an analyst trainee for the cell phone team.

In fiscal 2018, CAP was credited with a modern record of 155 lives saved in a single year. Most of those saves — 147, or 95% — occurred with the support of the cell phone team.

The team conducted 373 missions during the fiscal year. CAP's search and rescue total team effort, that also included the radar analysis team and state and locally based ground teams, carried out 1,044 missions overall.

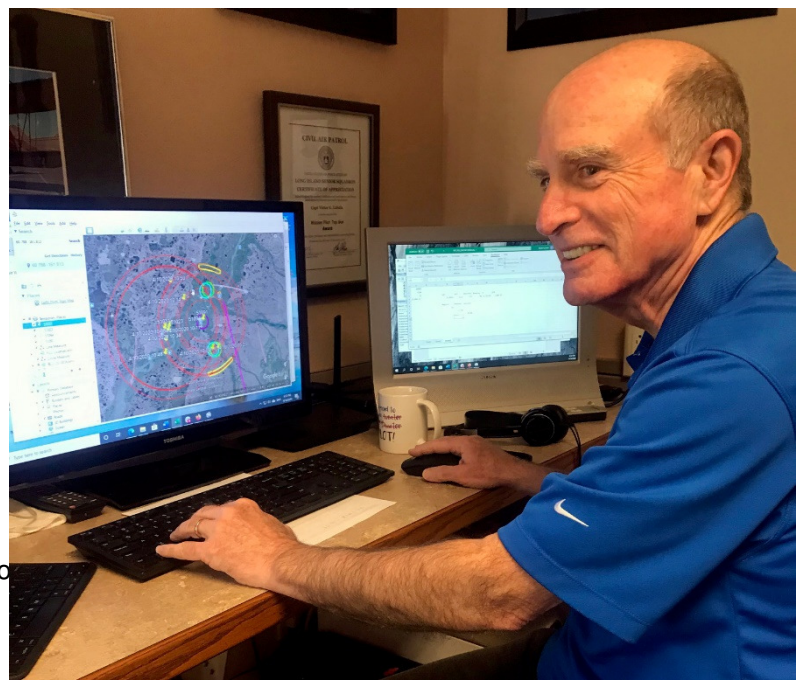
In 2019, that number stood at 798 search and rescue missions.

Ogden and Col. Brian Ready have been honored on numerous occasions for their efforts, most notably with the 2014 1st Air Force (AFNORTH) Commander's Award, which was presented to both men in August 2015, and the

2010 National Aeronautic Association Public Benefit Flying Award in the Distinguished Volunteer category, which was presented to Ogden.

Last year, the four fully-qualified cell phone forensics analysts on the team — Ogden, Ready, Hoff and Maj. John Schofield — were recognized by the Arizona Wing with an Exceptional Service Award. The team has since added Lt. Col. Vic LaSala as an analyst trainee and Capt. Margot Myers as public information officer, all of Arizona Wing.

For more information, please visit www.GoCivilAirPatrol.com or www.CAP.news.





Top: SWR members listen to John Johnson, RADO course lead, describe incident command considerations in communications. (Photos: Lt. Col. Bob Ditch, CAP.)

Below: (L-R) DHS/CISA Instructor Joshua Glover teaches use of tactical radios to Arizona Wing members Maj. Dave Roden, Falcon Composite Squadron, and Maj. Rick Yang, Scottsdale Composite Squadron.

SWR Members Graduate from All-Hazards Communicator Course

by Lt. Col. Bob Ditch, CAP, Arizona Wing

MESA, Ariz. – For the first time in the Southwest Region (SWR), 20 members graduated from the U.S. Department of Homeland Security/Critical Infrastructure and Security Agency's All-Hazards Radio Operator Course, conducted at Falcon Composite Squadron in Mesa, Arizona. Sponsored by Civil Air Patrol's National Emergency Services Academy – Mobile Training Team, the course was provided to increase the professional capabilities of CAP communicators to respond more effectively during disasters and other emergencies.

This was only the second time the course had been offered to CAP members; the first was in Salt Lake City, Utah, for nationwide NESA-MTT instructors. It was the first time the course was offered to help generate new wing-level instructors for a future nationwide CAP RADO training program. The class included members from Southwest Region headquarters staff and eight Arizona Wing squadrons. In addition, three members from CAP national headquarters and Georgia Wing attended.





Above: Twenty students graduated from the Southwest Region's first RADO course.

Below: Arizona Wing Incident Communications Center team members practiced field radio communications skills with remote radio terminals provided by the Wing HF/VHF mobile communications van. (L-R) Lt. Col. Norm Spector, Maj. Jerad Hoff, Capt. Gordon Helm and Maj. Ruben Kafenbaum.

This two-day course introduced CAP members to a variety of RADO concepts, including planning for mobilization, deployment, radio etiquette, dispatch operations, interoperable communications, and emergency communications procedures. Participants were instructed in the essential core competencies used during incident response and planned events, performing the duties of the RADO in an "All-Hazards" environment, including communications support for public safety, wildland fire, marine, and aviation. Lectures were supplemented with activities and two exercises performed under Homeland Security Exercise Evaluation Program processes, with master scenario events. According to Robert Hugi, DHS/CISA telecommunications delivery specialist, "This course is a great course for CAP, providing a baseline of knowledge, skills, and abilities for CAP radio operators during disasters and other emergencies."

Future plans call for CAP to petition DHS/CISA to conduct a train-the-trainer/instructor version of the course for select NESA-MTT instructors and candidates from across the nation. Currently, there are 54 NESA-MTT educators nationwide; 10 of these are communications instructors. The intent of CAP's RADO training program is to establish instructor teams in each region to train all CAP mission radio operators, qualifying them as all-hazards/disaster RADOs. In the words of Col. Gil Day, Southwest Region deputy chief of staff for communications and national headquarters communications training division chief, "This course does it all, by far one of the best courses we can use to raise the bar of professionalism in CAP, meeting the standards of the nationwide all-hazards communications community."

Besides communications courses, the NESA-MTT program delivers 28 national-level DHS, FEMA, and CAP-unique curriculums. These include Incident Command System, Emergency Management, Incident Management Team, Communications, Mission Chaplain, DAART, Small-Unmanned Aerial Systems, and Public Information Officer courses. In 2019, 31 courses were delivered in 16 states (including Alaska), training 552 members. In 2020, 25 courses are already scheduled in 12 states (including two in the SWR, hosted by the Arkansas Wing).

For more information on the NESA-MTT program (including schedule and courses) visit

gocivilairpatrol.com/programs/emergency-services/nesa---mobile-training-team. 





Top: Ch. Tober blesses the van prior to starting its run to the Memorial Medical Center in Las Cruces. (Photo: Maj. Walter Dutton, CAP)

New Mexico Wing Supports COVID-19 Operations

by Ch. (Maj.) John Tober, CAP, New Mexico Wing

LAS CRUCES, N.M. – New Mexico Wing members of the Civil Air Patrol (CAP), acting as the U.S. Air Force Auxiliary, are assisting the New Mexico National Guard in transporting COVID-19 test kits in New Mexico. Just after noon on April 24, 2020, a white 17-passenger CAP van pulled out of a hangar at Las Cruces International Airport bound for Memorial Medical Center in Las Cruces. The van was driven by New Mexico Wing members S.M. Fredric Letson and Ch. (Maj.) John Tober on a combined ground/air mission to transport COVID-19 test kits to the Scientific Laboratory Division of the New Mexico Department of Health in Albuquerque for analysis.



Southwest Region, July, 2020

Left: Ch. (Maj.) John Tober and S.M. Fredric Letson get ready to pick up the COVID-19 test kits. (Photo: Maj. Walter Dutton, CAP)

Below right: (L-R) Ch. Tober and S.M. Letson stand in front of the plane that will take the test kits to Albuquerque. (Photo: Maj. Walter Dutton, CAP)

Bottom: (L to R) At Albuquerque International Airport, Pilot Capt. William Benzinger, Mission Observer Lt. Col. Robert Macklin, and drivers 2nd Lt. Kacie Rhodes and Capt. Bryan Neal unload the test kits. (Photo: Lt. Col. Larry Zentner, II, CAP)

Before departing Las Cruces, New Mexico Wing Chaplain (Maj.) John Tober (rector of St. James' Episcopal Church in Las Cruces), wearing an N95 mask and gloves, said a blessing for the van, its occupants, and its mission. One hour later, the van with its cargo of test kits returned to Las Cruces International to rendezvous with one of CAP's fleet of Cessna 182 aircraft. After a hasty, yet careful, transfer of materials from van to plane, and a second blessing by Ch. Tober – this time for the aircraft and crew members – Pilot Capt. William Benzinger and Mission Observer Lt. Col. Robert Macklin – the plane's engine roared to life, and moments later took to the air on its mission to Albuquerque, where another CAP ground team would take the test kits to the laboratory for processing.



These trips, called sorties (from the French *sortie* "depart"), inaugurated CAP's support of the New Mexico National Guard response to the COVID-19 pandemic. They represent one facet of CAP's three missions: aerospace education, cadet programs, and emergency services. Civil Air Patrol, the civilian auxiliary of the US Air Force, is a chartered non-profit organization, comprised of volunteers who train and are tasked by the U.S. Air Force to respond to a variety of crises – from downed aircraft and search-and-rescue operations by ground teams and from the air, to disaster relief as carried out during Hurricanes Katrina and Harvey, to unique responses such as the current tasking. All CAP adult members undertake standardized and specialized training presented by and in support of various national and state agencies and non-profit organizations to support these unique missions.



Acting as a Total Force partner and official civilian auxiliary of the Air Force, Civil Air Patrol is aligned with First Air Force to rapidly respond to non-military threats domestically when tasked in a Defense Support of Civil Authorities capacity to save lives, relieve suffering, prevent property damage and provide humanitarian assistance. 🇺🇸

Southwest Region Leads Nation in Virtual Emergency Services Training

by Lt. Col. Bob Ditch, CAP, Arizona Wing

MESA, Ariz. – While much of the nation, quarantined by the COVID-19 crisis, pondered what to do over the Mother's Day and Memorial Day weekends, Southwest Region members made history while upgrading their emergency services skills and knowledge. At the request of Arizona Wing Commander Col. Rob Pinckard, the Arizona Wing was selected to host deliveries of two Federal Emergency Management Agency Incident Command System courses. The first weekend offering was ICS 300: Intermediate Incident Command System for Expanding Incidents, followed by ICS 400: Advanced Incident Command System for Complex Incidents.

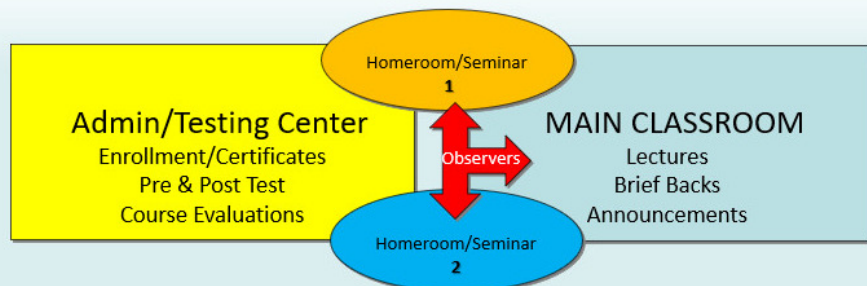
This was going to be a first in the nation because all classes would be conducted in a Synchronous/Virtual Delivery (not online) classroom environment. To accomplish this, the National Emergency Services – Mobile Training Team, under CAP's National Director of Operations John Desmarais, selected the CAP Southwest and Northeast Regions to host the first four pilot programs. With the approval of the course managers at FEMA's Emergency Management Institute in Maryland, the NESM team went to work packaging the face-to-face courses into a virtual reality. No course materials were modified, and all course objectives were met. One thing that added to the learning was the ever-present facilitation of break-out activities in "virtual homerooms" hosted by Southwest Region-provided NESM-MTT instructors, and the use of technologies to project and share course activities amongst the students.

With 13 members "Zoomed" in from locations in Arizona, Texas, and Florida, the students received the presentations from NESM-MTT instructors located in Arizona, Wyoming, Utah, and Nevada. Desmarais also made a cameo appearance to kick off the program. The first 21-hour ICS 300 class was hosted over the Mother's Day weekend, and the 16-hour ICS 400 class was conducted over the Memorial Day weekend.

This program was followed by a multi-evening set of ICS 300 and 400 deliveries, hosted by the Northeast Region, with members coming in from nine CAP wings, along with the CAP Vice Commander Brig. Gen. Edward Phelka in attendance. Four instructors taught these classes from Arizona, New York, New Jersey, and Connecticut. Finally, a bigger step was completed with a virtual ICS 300 class offered for CAP members in Hawaii, with an instructor Zooming in from the Arizona Wing.

The program has been so successfully orchestrated that it is being mirrored by FEMA, the U.S. Customs and Border Protection, and State of New York Department of Homeland Security, all of which were coached by NESM-MTT instructors for their course offerings. Future classes are being scheduled for CAP's Pacific Region, including Alaska; the Southeast Region, to include Puerto Rico; combined North Central and Great Lakes Region; and Rocky Mountain Region virtual deliveries. In the fall, Southwest Region members of the NESM-MTT will begin teaching the classes virtually to CAP members in Europe and the Far East (including Japan, Guam, Korea, and Okinawa). And it all started – and was validated – back in the Southwest Region. It may be virtual, but it is still all "One CAP." 🇺🇸

NESM-MTT Virtual Campus





Top: (L-R): New Mexico Wing Public Affairs Officer Lt. Col. Jay T. Tourtel congratulates his son, SM Tyler J. Tourtel, on 10 years of service to CAP. (Photo: Courtesy of Ms. Aurora Tourtel)

New Mexico Wing Member Overcomes Autism to Mark 10 Years in CAP

by Public Affairs, New Mexico Wing

ALBUQUERQUE, N.M. – On June 25, 2020, S.M. Tyler J. Tourtel, of Albuquerque Heights “Spirit” Composite Squadron, was recognized for 10 years of service to Civil Air Patrol. Privately, his father, New Mexico Wing Public Affairs Officer Lt. Col. Jay T. Tourtel, congratulated him for his accomplishment.

The younger Tourtel joined CAP in June 2010. Diagnosed with autism in 2009, he was encouraged to join by both his father and his teachers, who believed that group socialization would help him overcome the social isolation that comes with his condition. Within a month of joining, his teachers noticed that he was more focused and on task than he had ever been. Over the years, he went from isolating himself from the other cadets to drilling with them. By 2017, he was appointed the squadron’s guidon bearer, and was in training to become cadet first sergeant.

What he lacked in learning ability, he made up for in persistence and enthusiasm. Trying to obtain promotion to cadet staff sergeant, he took the Wright Brothers examination 10 times before passing it. “When his stepmother Aurora and I finally pinned on his stripes, I couldn’t have been prouder of him than if he had earned the Spaatz Award,” said the elder Tourtel, himself a Spaatz Award recipient. In November 2018, S.M. Tourtel aged out of the Cadet Program as a cadet technical sergeant, and transitioned into the senior program.

Young Tourtel has been on leave from the squadron since September 2017, because of his work schedule. When asked how he felt about this milestone, he said, “It feels good.” 🇺🇸



Top: A SpaceX Falcon 9 rocket, carrying the company's Crew Dragon spacecraft, launched on a mission to the International Space Station on May 30, 2020, at NASA's Kennedy Space Center in Florida. The Demo-2 mission is the first launch with astronauts of the SpaceX Crew Dragon spacecraft and Falcon 9 rocket to the International Space Station, as part of the agency's Commercial Crew Program. (Photo: NASA/Bill Ingalls)

Arizona Students Gathered Virtually for SpaceX Launch

by Capt. Margot Myers, CAP, Arizona Wing

YUMA, Ariz. – On May 27, 2020, the planned launch date for NASA's SpaceX Demo-2 test flight, Arizona Wing's Maj. Ron Marks and 2nd Lt. Brett Russo took part in Aerospace Education Member Lisa Love's class at F.L. Suverkrup Elementary School in Yuma. Marks, Arizona Wing's

director of aerospace education, was present at the school, and Russo, a member of the Sky Harbor Composite Squadron, joined the Zoom meeting from his home in the Phoenix area.

"The plan was to share with the class some background on the launch process while we awaited the live launch on screen via Zoom," said Marks. "Though the launch was postponed 20 minutes prior to scheduled liftoff, we were able to teach the children some valuable lessons and answer some excellent questions regarding the process, including using checklists to lead up to, as well as shut down, the launch."

Love held a second class on May 30, 2020, during which her students were able to see the successful launch. This historic mission launched two NASA astronauts aboard the SpaceX rocket and Crew Dragon capsule, bound for the International Space Station, after a three-day delay from the original launch date.

"Though much of the news coverage was about this first launch in a decade of an American-built rocket from American soil, with American astronauts, headed to the International Space Station, there have been some other notable launches in recent years," said Marks. On December 13, 2018, Virgin Galactic's SpaceShip 2, manufactured by California-based The Spaceship Company, achieved its maiden suborbital space flight, officially entering outer space with two American astronauts and three NASA payloads on board. The spacecraft took off from Mohave Spaceport in California.

On February 22, 2019, SpaceShip2 carried two pilots, Chief Astronaut Instructor Beth Moses, and four NASA payloads to 89.9 km above the Earth, again taking off from Mohave. Moses is responsible for designing the training program for private citizens who will fly aboard SpaceShip2 in the future as paying passengers. Recently, Virgin Galactic relocated its operations to Spaceport America in the New Mexican desert, adjacent to the White Sands Missile Range.

"It is very exciting to see the enthusiasm of our younger generation towards this aerospace venture," said Marks. "It was a real positive moment amongst all of the uncertainty we face in our world today."

Below: At F.L. Suverkrup school in Yuma, Maj. Ron Marks was in one room and teacher/Aerospace Education Member Lisa Love in another, while her students and 2nd Lt. Brett Russo joined via Zoom for a special class to view the SpaceX launch. *(Self photo: Maj. Ron Marks, CAP)*





Top: At the ready room hangar of Albuquerque Senior Squadron II, New Mexico Wing Transportation Officer Capt. James McKelvey (left) receives a donation of personal protective equipment from National Ski Patrol member (and New Mexico Wing Search and Rescue Officer) Larry Zentner, II. (Photo: 2nd Lt. Kacie Rhodes, CAP)

New Mexico Wing Gets Personal Protective Equipment from National Ski Patrol

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – On April 17, 2020, Civil Air Patrol's New Mexico Wing received an unexpected donation of personal protective equipment (PPE) from the Sandia Peak National Ski Patrol (NSP), thanks to the coordination between both community service-oriented organizations.

The donation, which consisted of 10 N-95-type masks and 100 pairs of medical-quality gloves, was put to use beginning on April 24, 2020, when New Mexico Wing emergency services personnel began ground and air operations in support of COVID-19 mitigation and assistance management. These sorties transported COVID-19 test kits from Memorial Medical Center in Las Cruces, New Mexico, to the New Mexico State Laboratory Division in Albuquerque. The New Mexico National Guard and the state Joint Task Force provide oversight management, and will continue to schedule a variety of operations for New Mexico Wing into May 2020.

Both CAP and the NSP support education outreach, development of youth leadership and skill sets, as well as emergency services. CAP provides aerospace education in public, charter, and private educational campuses, while NSP provides an outdoor emergency care first aid, mountaineering and avalanche control curriculum. While CAP operates both on the ground and in the air, they both operate routinely in year-round wilderness settings. According New Mexico Wing Search and Rescue Officer Lt. Col. Larry Zentner, II (also a member of NSP), "These are the things that we do, so that others may live. We're in this together, and the donation of PPE is just one example of our two patrols working together." 🇺🇸



Top: At the squadron hangar in Lakefront Airport, (L-R) Squadron Commander Lt. Col. Robert White gives Emergency Services Officer 1st Lt. Rudy Franklin his Level II Certificate. (Photo: 2nd Lt. Joseph Ridolfo, CAP)

Louisiana Wing Squadron Commander Reaches Career Milestone.

by Maj. Walter Leuci, CAP, Louisiana Wing

NEW ORLEANS – on June 24, 2020, less than five years after joining CAP, Lt. Col. Robert White of the Billy Mitchell Senior Squadron based at Lakefront Airport in New Orleans has reached a milestone in his Civil Air Patrol (CAP) career, qualifying at Level V, the highest career level for a CAP senior member.

White joined CAP as a Lt. Col., based on his retirement from the U.S. Navy in 2001 as an active duty commander. This achievement is particularly impressive, because none of it was needed for the purpose promoting to a higher grade.

Lt Col White is the first to complete Level V in the Billy Mitchell Senior Squadron in at least fifteen years, and is one of only eleven Level V award recipients in Louisiana Wing. It is also noteworthy that only two percent of CAP members nationwide ever achieve Level V. The rating earns the Gill Robb Wilson Award, named in honor of the Civil Air Patrol founder in 1941, and is CAP's highest professional development award, presented only to the most dedicated members for "conspicuously meritorious performance and exceptionally distinguished service" in the Civil Air Patrol.

In White's post-Navy professional career, he serves as the First Assistant District Attorney for the 25th Judicial District in Plaquemines Parish, Louisiana. 🇺🇸



Top: At Lake Havasu, the Memorial Day weekend crowds of boaters were as large as in previous years. (Photo: 1st Lt. Frank Arvizu, CAP)

Below: Cadet Maj. Jacob Mieding operates River Bridge Command radio for the Memorial Day weekend PSAR, Lake Havasu, Arizona, on Sunday, May 24, 2020. (Photo: Capt. Aaron Feller, CAP)

Arizona Wing Flies Precautionary Search and Rescue Mission Over Lake Havasu on Busy Memorial Day Weekend

by Capt. Margot Myers, CAP, Arizona Wing

LAKE HAVASU CITY, Ariz. – For Arizona Wing, the summer holidays – Memorial Day, Independence Day, and Labor Day – bring precautionary search and rescue (PSAR) missions along a stretch of the Colorado River and Lake Havasu, where crowds of boaters and revelers gather. With stay-at-home restrictions related to the COVID-19 pandemic lifted by Arizona on May 15, 2020, the number of boats and people on the lake appeared to match previous years.

The London Bridge Composite Squadron at the Lake Havasu City airport serves as the hub of CAP activity. Aircraft from across Arizona Wing conduct air searches along both sides of the river, at 1,000 feet above ground level, to locate and direct rescue efforts for people in distress. The Lake Havasu recreation area bears an enormous amount of water traffic, creating dangerous situations.

“In my opinion, the CAP airplanes in the air help the boaters in the area to exercise more caution, just like the cars on the freeway slow down when they see a state trooper vehicle parked on the side of the freeway,” said Capt. Aaron Feller, Scottsdale Squadron commander. “Watercraft collisions, fires, and rollovers are not uncommon on these three-day summer holiday weekends, with related injuries and even deaths. Our mission is to help prevent these events, and to mitigate the effects when prevention fails.”



The Fly-By, Southwest Region, July, 2020

In previous years, CAP has worked with multiple law enforcement agencies, such as California and Arizona county sheriff departments, as well as the U.S. Coast Guard and its auxiliary, patrolling the entire area. "This year, the PSAR was done at the request of the Lake Havasu City Police Department," said Lt. Col. Vic LaSala, one of three CAP incident commanders who led the mission over the weekend. "We flew river patrols as we have done in the past, from Lake Havasu City north to Interstate 40 and south to Parker Dam. CAP also was asked to monitor the radio frequency used by the county sheriff in case any assistance was required."

According to the mission's operations plan, "On average, during peak holiday periods, approximately 300 emergency calls are typically received from this area each day. This mission allows CAP to provide additional lifesaving services through timely reconnaissance, observation, digital photography, communication, SAR response and interagency coordination."

Arizona Wing provided eight aircraft and flew more than 40 sorties during the Memorial Day PSAR mission. With aircrew members, radio operators, and incident command staff supporting the mission, more than 50 Arizona Wing members worked together during the three-day-weekend to support water safety at Lake Havasu. Additional PSAR missions were planned for the July 4 and Labor Day holiday weekends. 🇺🇸

Below: Scottsdale Squadron aircrew, 1st Lt. John Huls, Lt. Col. Denny Peebles and 2nd Lt. Justin K. Krieger, preflight a Cessna T206H for the Memorial Day weekend PSAR at Lake Havasu, Arizona. (Photo: Capt. Aaron Feller, CAP)





Top: (L-R) CAP Maj. Gregory Griffith and Flight Officer Casey Neal carry a package of COVID-19 test kits from the CAP aircraft to a vehicle for transport from Albuquerque International Sunport to the processing laboratory. *(Photo: Capt. Bryan Neal, CAP)*

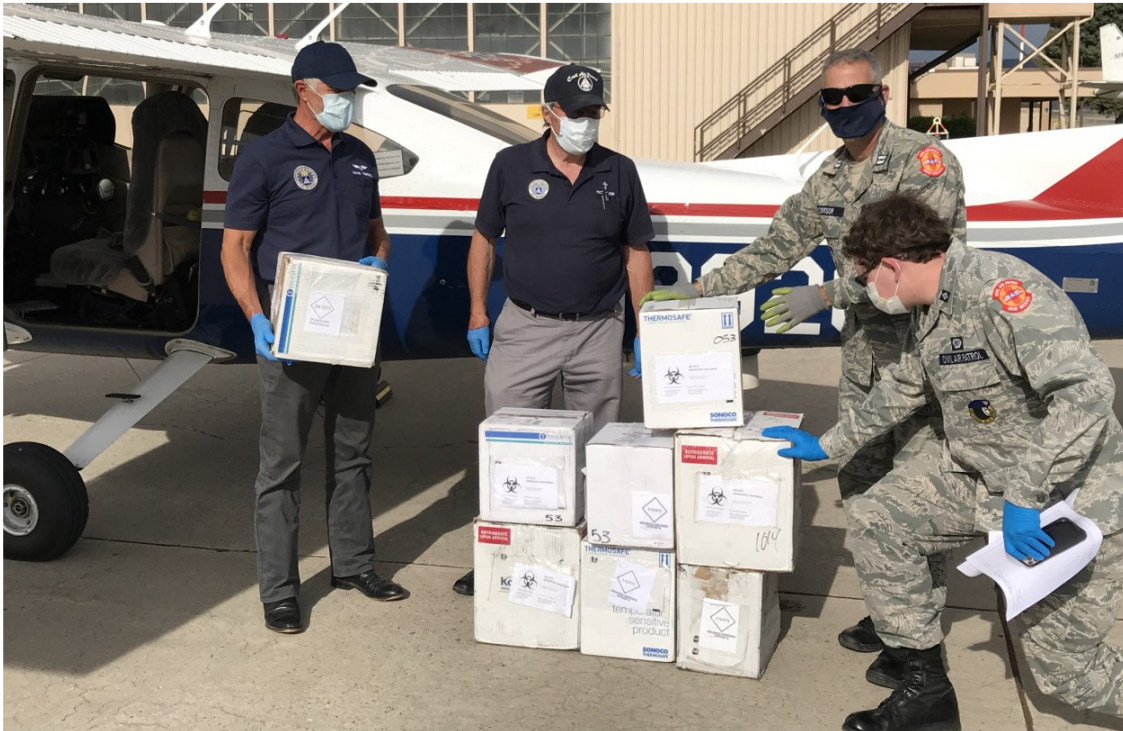
New Mexico Wing Volunteers Help the Wing Meet COVID-19 Challenge

by Lt. Col. David G. Finley, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – In an extensive and ongoing mission that is probably its largest since World War II, the New Mexico Wing of the Civil Air Patrol, acting as the official auxiliary of the United States Air Force, has been an important part of the state's response to the COVID-19 pandemic. As of late June 2020, Wing members had flown more than 6,696 COVID-19 test samples to laboratories in Albuquerque for processing, transported other medical supplies, and provided two work-years' worth of volunteer labor.

The Wing has provided flights and ground transportation to rapidly transport test samples to the Scientific Laboratory Division of the New Mexico Department of Health (NMDOH), and to the TriCore Reference Laboratories, both in Albuquerque, for processing. A mission funded by the Federal Emergency Management Agency (FEMA), the Wing is assisting the New Mexico National Guard, that in turn is supporting the New Mexico Department of Health.

Since the first flight on April 24, 2020, Wing members have flown samples from Farmington, Las Cruces, Deming, and Truth or Consequences. One flight carried personal protective equipment to Farmington's fire department, and others have taken 3,000 new test kits from the Department of Health to Las Cruces.



Left: (L-R) Lt. Col. David Torres and Lt. Col. Loren Olsen, both from Taos Composite Squadron, transfer packages from Truth or Consequences and Las Cruces to Albuquerque ground team member Capt. Daniel McGregor, of the Eagle Cadet Squadron, for delivery to laboratories, while Cadet Lt. Col. Joshua Williamson of the Thunderbird Composite Squadron steadies the load. The boxes contain 637 test kits, the largest number New Mexico Wing has carried in a single flight so far. (Photo: Lt. Col. Andrew Selph, CAP)

The samples have come from hospitals, nursing homes, detention facilities and the New Mexico Veterans Home. After the New Mexico Department of Health tested the entire staff of the Stampede meat plant in Santa Teresa in early May 2020, CAP transported those samples for urgent processing.

Nearly 100 Wing members from across the state have participated in planning, supporting and conducting the COVID-19 response efforts. So far, the mission has included 85 air sorties, totaling more than 130 flight hours, and 45 ground sorties. The mission has been officially extended through August 7, 2020.

"We have a very dedicated and professional team of volunteers who have done a great job of doing the many tasks required to sustain an effort like this," said Col. Annette Peters, New Mexico Wing Commander. "They are doing this with the added complication of adapting to all the precautions required to protect themselves and others from COVID-19."

"It has been an honor to help our fellow New Mexicans, and we welcome the opportunity to do so," said Wing Director of Emergency Services Lt. Col. John Grassham. "All those who have participated in this mission should be proud of their efforts," he added.

The Wing's contribution to New Mexico's COVID-19 response has gained public recognition for CAP. Stories about the mission have appeared on TV stations in Albuquerque, Las Cruces, and El Paso, Texas, and in newspapers in Albuquerque, Las Cruces, Farmington and Socorro. 🇺🇸

Right: Capt. James McKelvey, of the Eagle Cadet Squadron, Albuquerque, places a box of COVID-19 test samples in a plastic bag for additional safety as pilot Maj. Mark Peters, Los Alamos Composite Squadron, stands by. (Photo: 1st Lt. Joanne Leamer Fisher, CAP).





Top: Lt. Col. Mike McCoy, a member of the 388th Composite Squadron in Glendale, was one of the donors at an emergency blood drive hosted by Arizona Wing on June 17, 2020.

Right: American Red Cross presented Arizona Wing with a Certificate of Outstanding Service and this badge for use on social media.

Red Cross Recognizes Emergency Blood Drives in Arizona Wing

By Capt. Margot Myers, CAP, Arizona Wing

PHOENIX – Arizona Wing has hosted multiple blood donation drives with the American Red Cross in support of Civil Air Patrol's COVID-19 mission. Almost 400 units of blood were collected from the first blood drive under the COVID-19 mission on April 15 through the most recent one on July 7, 2020. The goal is to collect at least 500 units of blood by the time the mission ends on August 31, 2020.

Arizona Wing's contribution has not gone unnoticed. On May 15, 2020, Incident Commander Lt. Col. Bob Ditch received a letter from American Red Cross President and CEO Gail McGovern, conveying a Certificate of Outstanding Service in thanks for the wing's efforts. "Thank you for stepping up to help collect and donate lifesaving blood, even as the circumstances of the coronavirus outbreak often made it difficult to do so," McGovern wrote.



COVID-19 Pandemic
American Red Cross Blood Program Partner

“Every day, I am deeply moved by the kindness and generosity of spirit you bring to our vital mission,” McGovern said. “But it’s times like these – times of great uncertainty – that I am truly in awe of your unwavering commitment.”

The wing is making two of its squadron buildings in the metro Phoenix area available to the Red Cross as temporary blood donation centers. With schools, churches, office buildings and other common donation sites closed due to the coronavirus pandemic, the Red Cross asked CAP to open its facilities to support the vital mission to keep blood supplies stocked. Blood drives are being held at Falcon Composite Squadron in Mesa and the 388th Composite Squadron in Glendale. Elon Composite Squadron and Cochise Composite Squadron in Sierra Vista scheduled blood drives in early July and Show Low Composite Squadron is working with city officials to hold multiple blood drives in Show Low and Springerville in August.

“Across the nation, there is a critical need for blood and blood products,” said Ditch, noting that there is a growing shortfall in blood supplies. “It is only getting worse because hospitals have started opening up their surgical suites, but blood donor centers across the nation still have not opened, exacerbating the existing shortages.”

Organizing blood donation drives is nothing new for Arizona Wing. “Over the past three years, the wing’s Operation Pulse Lift has set up donation drives that resulted in the total collection of more than 500 units of blood,” Ditch said. “With the COVID-19 mission drives, the total is now more than 900 units.”

Ditch is tracking blood donations at the CAP-sponsored drives as well as donations reported by Arizona Wing members who gave blood elsewhere. 🇺🇸

Below: (L-R) CAP Cadet Tech. Sgt. Nathan Whitworth interviewed U.S. Army Sgt. 1st Class Brett Cowan, currently serving at nearby Ft. Huachuca, during the intake process at the blood donation drive hosted by Cochise Composite Squadron in Sierra Vista, Arizona on July 7, 2020. (Photo: Capt. Dale Finrock, CAP)





Top: Taken on the day following the event, soot and ash mark the residue of the Glenwood Hills Fire, as viewed from the direction of Saul's home. (Photos: 1st Lt. Michael R. Saul, CAP)

New Mexico Wing Member Saves Residents from Glenwood Hills Fire

by Public Affairs, Albuquerque Heights Composite Squadron

ALBUQUERQUE, N.M. – On June 25, 2020, 1st Lt. Michael R. Saul helped save the residents of his neighborhood from potential property damage and personal injury from the Glenwood Hills Fire, located about a mile from his residence.

Saul had concluded his virtual squadron meeting and was preparing to retire for the night, when his mother asked him if there was a fire outside. Looking out his living room window, Saul could visually confirm that a fire was raging in the foothills near his home.

Acting on his mother's advice to warn the neighbors, Saul immediately went outside, going door to door to warn the neighbors of the spreading fire. By then, the Albuquerque Fire Department had arrived, and the fire crew members advised the residents to wet their front and back yards with their garden hoses, and to spray the water in the direction of the fire.

By 12:30 a.m., the fire had been contained by the Albuquerque Fire Department. Although the cause of the fire is still unknown, Saul was one of the key people who helped save his neighborhood from imminent destruction and possible harm. 🇺🇸



Right: The Glenwood Hills Fire, while it was happening, one mile from Saul's residence.



Top: A pond in the Dragoon Mountains, identified as a possible water source for firefighters, was photographed by an Arizona Wing aircrew for use by Pinal County emergency managers. (Photo: Senior Member Harold Satterlee, CAP)

Arizona Wing Squadron Surveys Water Sources for Woodland Firefighters

by Capt. Dale Finrock, CAP, Arizona Wing

SIERRA VISTA, Ariz. – The Cochise County Emergency Management Office requested Civil Air Patrol assistance to conduct aerial surveys and photograph multiple locations to map water sources for use by crews fighting wildfires in southeastern Arizona. As a result, CAP aircrews from the Cochise Composite Squadron in Sierra Vista began working on June 2, 2020, and flew four aerial photography sorties in support of the mission.

The county has terrain varying from flat desert ranchland to high mountain pine forests. Throughout this landscape are sources of water for humans and animals. The county needs to identify these ponds, dirt tanks and above-ground water storage systems in remote areas in order to prepare for the fire season.

So far this year, there have been several fires in the county, including one in the Huachuca Mountains near the highway that links urban and rural homes. It was successfully extinguished, in part by using a helicopter-borne bucket loader.

Anticipating more such incidents, the Cochise Composite Squadron supported the county emergency managers with “water recon” flights. The CAP crews searched out potential sources of water accessible to firefighters, via ground or air, so that they will be able to quickly refill their tanker equipment and attack fires as soon as they are detected.

The first sortie, on June 2, 2020, searched for and documented water sources in the Dragoon Mountains. The second sortie, five days later, covered the areas impacted by the Monument Fire in 2011, that started in the Coronado National Memorial and burned more than 29,000 acres in the Huachuca Mountains. On June 10, 2020, the third sortie surveyed the Chiricahua Mountains and the San Simon Valley. The final sortie, three days later, surveyed the areas around Benson and Sierra Vista.

“By assisting the county in finding these potential sources now, the emergency managers can plan ahead for their possible use by first responders,” said Lt. Col. Jack Dempsey, the squadron’s deputy commander for seniors. “The squadron members – pilots, mission observers and aerial photographers – continue to work hard to support their community in this unique need.” 🇺🇸



Top: (L-R) Arkansas Wing's 99th Composite Squadron Aerospace Education Officer 1st Lt. Justin Ragsdale, left, discusses 3D printing of the surgical mask strap holders with Baptist Memorial Hospital Crittenden's Chief of Nursing Services Carol Pahde, Radiology Manager Daniel Massey, and CEO/Administrator Brian Welton. (Photos: Lt. Col. Larry Webster, CAP)

Arkansas Aerospace Education Officer Answers to COVID-19 Need

by Capt. Brad Kidder, CAP, Arkansas Wing

WEST MEMPHIS, Ark. – As COVID-19 presents challenges to traditional American life, an opportunity for creative service was not lost on Arkansas Wing's 1st Lt. Justin Ragsdale. In response to a request from his wife Audrey, 3D printing hobbyist Ragsdale put his equipment to work producing more than 400 surgical mask strap holders for Memphis area hospitals.

A resident of Bartlett, Tenn., Ragsdale commutes across the Arkansas state line to West Memphis, where he serves as the 99th Composite Squadron's Aerospace Education Officer. Squadron Commander Lt. Col. Larry Webster listened to the story of 200 strap holders given to the hospital where Mrs. Ragsdale works, and shared that his own wife had a similar need at a hospital in West Memphis. In short order, Justin Ragsdale produced another 200 strap holders, delivered by his son, Cadet Senior Master Sgt. Houston Ragsdale, also of the 99th Composite Squadron.

"I bought a used 3D printer and used it to print the parts needed to upgrade it to a better version. I also printed the spare parts needed to maintain it," said Ragsdale. "It's all open source, online, and available to everyone. I've printed quadcopters that actually *flew*!"

To better understand how user-supported resources allow events like printing the mask strap holders can happen, Ragsdale suggests searching online for "open source," "maker space" and "thingiverse." These crowd-sourced tools enable layman-users of software and technology to develop practical applications for relatively sophisticated equipment. Free access to designs such as the mask strap holders, and other popularly-produced COVID-19 response items, including facemasks and purpose-specific hand tools, allow amateur printers to respond to immediate, local needs, as demonstrated by Ragsdale with the hospitals in Memphis and West Memphis.

Civil Air Patrol units throughout the country continue to respond to the COVID-19 mobilization. From 3D printing to teams of ground personnel, to airborne transport sorties, CAP answers the call, carrying the mantle of volunteer service directly into the greater CAP mission. 🇺🇸

Below: (L-R) Baptist Memorial Hospital Crittenden's Chief of Nursing Services Carol Pahde, and CEO/Administrator Brian Welton receive 3D-printed surgical mask strap holders from Cadet Senior Master Sergeant Houston Ragsdale of the 99th Composite Squadron, West Memphis, Ark.





Top: A B-2 stealth bomber taxis on the flight line of Whiteman Air Force Base, Missouri. (U.S. Air Force photo by Staff Sgt. Kayla White)

Arizona Wing Cadets Enjoy Virtual Visit From B-2 Instructor Pilot

by Lt. Col. Carol Schaub Schlager, CAP, Arizona Wing

SHOW LOW, Ariz. – A virtual meeting of Show Low Composite Squadron on April 18, 2020, brought the squadron's cadets face-to-face with Maj. Kyle "Tuck" Harrington, a former CAP cadet who is now serving in the U.S. Air Force. He is an accomplished T-38 Talon supersonic jet trainer and B-2 Spirit stealth bomber instructor pilot, currently assigned to the 13th Bomb Squadron at Whiteman Air Force Base, Missouri. Known as the "Grim Reapers," the 13th Bomb Squadron is more than 100 years old and has participated in every major conflict since World War I.

Harrington began his presentation by summarizing his past accomplishments and how he has progressed in the Air Force to become an instructor pilot of the B-2. His past experiences include his time as a Civil Air Patrol cadet in Tehachapi Composite Squadron in California, ROTC, Embry Riddle Aeronautical University, and Officer Training School.

His initial flight training was in the T-38, which he said he loved flying. After rigorous evaluations, he went on to become a pilot of the B-1 Lancer bomber and then the B-2. After many flight hours, he was approved to become a flight instructor for the B-2, and has instructed about 40 pilots. His flight time to date is approximately 2,300 hours, and his longest flight mission was in the B-2 for about 25 hours, plus an additional 12 hours preparation time.

Harrington talked about the experiences he has had in the B-2 program, saying he enjoys flying the aircraft and talked about the long hours you need to train physically. He emphasized to the cadets how mentally and physically fit you have to be to endure the flight forces.

According to an April 29, 2019, article in Defense News, "Whiteman Air Force Base maintains a staff of doctors and physiologists that specialize in how protracted flying can impact the human body. These officials help new pilots learn techniques to improve their performance over long-endurance missions and update experienced pilots with new information about how to prevent fatigue." B-2 pilots log time in the T-38 each month, in addition to their time flying the stealth bomber. The Defense News article says, "Only 21 B-2s were ever built, and the plane requires intensive maintenance, making training in the T-38 an imperative for keeping up pilots' flight currencies and for cutting costs."

Harrington also stressed the importance of what cadets do now in life to achieve their goals. He emphasized the importance of starting early rather than waiting until the last year of high school. After the presentation, several cadets said that they wanted to join the Air Force and fly. Harrington gave them some specific information on obtaining the small goals first, and then how to set themselves up to achieve exactly what they have in mind. 🇺🇸

Right: Maj. Kyle Harrington, USAF, readies for a currency flight in a T-38 Talon supersonic jet trainer. (Photo courtesy Maj. Harrington.)



Oklahoma ANG and CAP Member Appointed to the Air Force Academy

by Capt. Kathy Sexton, CAP, Oklahoma Wing

TULSA, Okla. – Oklahoma Air National Guard Senior Airman Kurt LeVan has accepted an appointment to the United States Air Force Academy. LeVan enlisted in the Oklahoma Air National Guard while a senior in high school. After Basic Military Training at Lackland Air Force Base and Technical school at Keesler Air Force Base, LeVan returned to Tulsa to his assignment as an Aviation Resource Manager for the 125th Fighter Squadron, where he works with F-16 pilots.

In his three years with the 125th, LeVan has been selected for Base Honor Guard and as a Physical Training Leader for the Operations Group. “My plan was to attend Officer Training School after college. I wanted to enlist first, because I wanted the experience of both an enlisted airman and an officer,” LeVan said.

When the commander of his Operations Group suggested that he apply to the Air Force Academy, he hesitated at first. “I wasn’t sure if the Academy was the route I wanted to take,” LeVan said. “I decided to visit the campus last Fall and changed my mind. I had so many people at my Squadron encouraging me. I also had instructors at Rogers State University who wrote some of my letters of recommendation.”

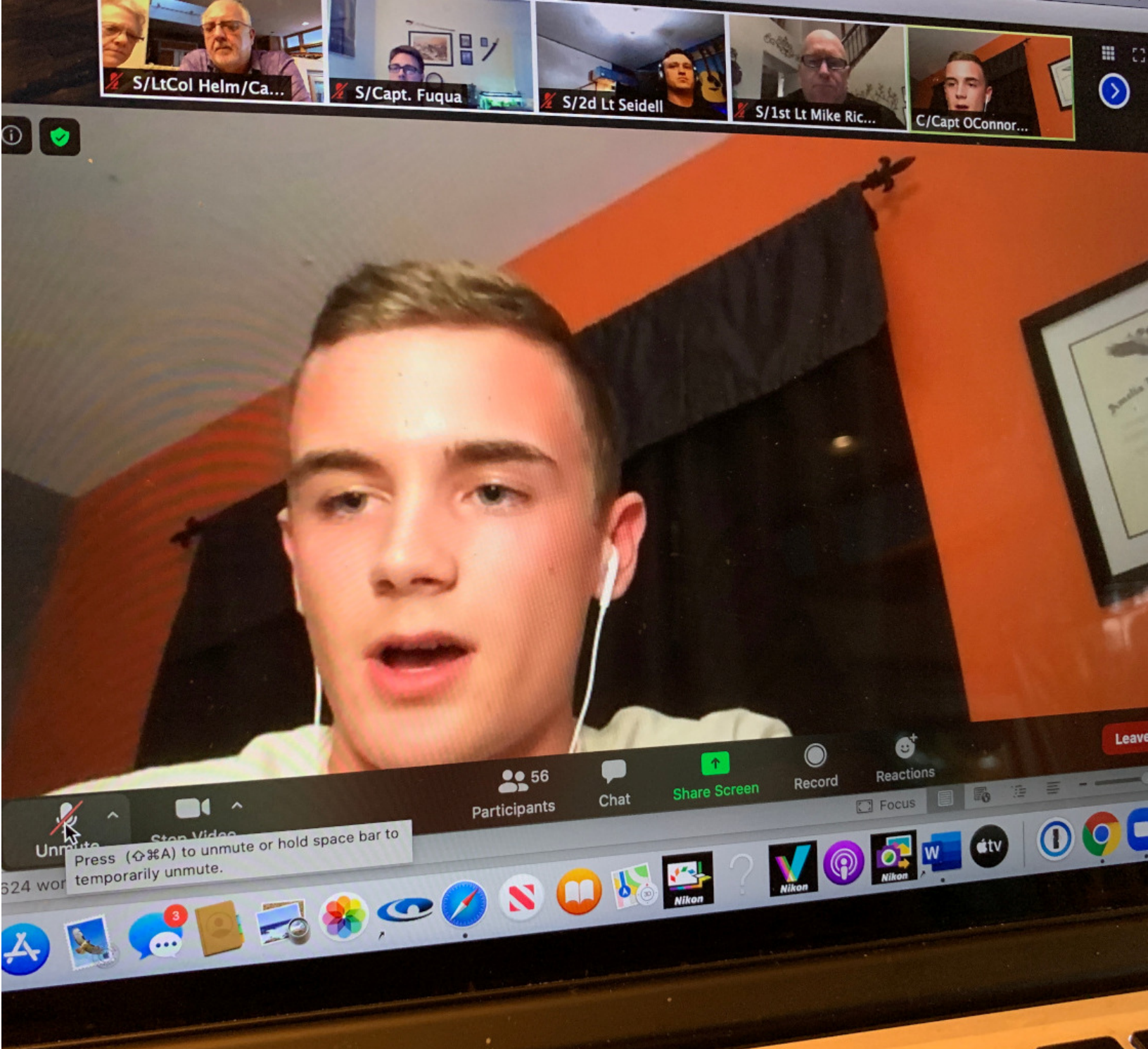
Assistant Professor of Military History at Rogers State University Lt. Colonel David Bath, USAF, retired, said, “Kurt LeVan is an extremely intelligent, engaging and conscientious student. He will excel at the Academy and be a fine officer.” LeVan was an active student while attending Rogers State University. He served as Vice President of the Student Veterans Association, House Floor Leader for the Student Government Association and Deputy Secretary of State for the Oklahoma Intercollegiate Legislature.

LeVan’s direct supervisor at the 125th is Sr. Master Sgt. Annie Hawkins. “Senior Airman Kurt LeVan is definitely the most unique airman I’ve ever supervised. And I mean that in a good way,” Hawkins said. “His willingness to volunteer and go above and beyond the call of duty has given him a reputation not only in the Operations Group but around the base. Our leadership and I look to him as our go-to guy when we need something or when there is an opportunity to seize. His eagerness and ambition will take him very far, not just in the military but in his life. He has been a pleasure to work with and he will be greatly missed.”

LeVan is currently a Senior Flight Officer of Civil Air Patrol, Oklahoma Wing, Broken Arrow Composite Squadron. He started his Civil Air Patrol career in May 2014. He has served in many roles in his squadron, including cadet commander. LeVan is rated as ground team member level one and also aircrew. He has served on Cadet Advisory Councils for both Oklahoma Wing and Southwest Region. He was the 2017 Oklahoma Wing Cadet of Year, and earned his Spaatz Achievement (the highest level of achievement in the cadet program) in 2018.

In 2018, LeVan was named to the *Rogers County 40 under 40* list, an honor for persons under age 40 who live in Rogers County and show extreme potential. LeVan is a licensed pilot and enjoys flying in his spare time. 🇺🇸





Top: Cadet Capt. Weiss O'Connor briefs the Deer Valley Composite Squadron members on cadet activities during a Zoom meeting. (Photos: Capt. Margot Myers, CAP)

How an Arizona Wing Squadron Spent its COVID-19 'Vacation'

by Lt. Col. Gordon Helm, CAP, Arizona Wing

PHOENIX – In February, as Americans began to see the effects of the spreading of the new coronavirus, Deer Valley Composite Squadron Commander 1st Lt. Mike Ricker was concerned about how his squadron could keep all its commitments, if CAP decided to shut down activities for the safety of its members. "This pandemic was causing all sorts of change throughout the world," Ricker said. "I had hoped we would miss meeting in person for a couple of weeks, but CAP headquarters directives have proved otherwise."

"I feared that our squadron members would lose interest," Ricker said. "Our cadet program is very personal and hands-on; our new cadet intake curriculum is pretty intensive." He also feared that senior members would stop attending activities, and their qualifications for performing CAP missions would deteriorate.

On June 20, 2020, squadron members successfully participated in an Arizona Wing virtual search and rescue mission from the safety of their homes. They had developed a process to use Zoom's breakout rooms to incorporate the wing's Computer-Assisted Command Tracking Utility System (known as CACTUS) to coordinate incident command, communications and aircrew sorties. Arizona Wing leadership, while acknowledging that there were some problems to address, commended participants on a successful exercise.

How did the squadron get from the initial CAP shutdown to running a virtual Search and Rescue (SAR) mission?

Second Lt. Brett Seidell had provided Squadron 302's solution to continuity of operations when, nine months earlier, he had offered to provide Zoom video for members who could not attend squadron meetings in person. He also helped facilitate some of the squadron's training through remote video participation.

Seidell was ready to start something new. "I've always believed that remote meetings held potential, but I was curious whether they'd be adopted by members," said Seidell. In September 2019, he had secured commander approval for remote meeting production. "There were definitely a few eyebrows raised when I started wheeling in cases of live event gear to squadron meetings," he added. "It looked like I was a one-man news crew."

That jumpstart on virtual meetings helped prepare the squadron for what was to come. "By the time COVID-19 hit, our transition to exclusively remote meetings was swift and painless," Seidell said.

With the technology solution in place, Ricker instructed 2nd Lt. Elizabeth Schmitt and Cadet Capt. Weiss O'Connor, leader of 302's cadet cadre, to develop a plan to keep cadets motivated and engaged during the pandemic. "I met with our cadet leadership team, and we came up with a plan to fit our needs," said O'Connor. "The cadets joined in with much enthusiasm. They are the video/cellphone/texting generation, so it came naturally to them," he added.

"Our highest priority is engagement – making sure that the cadets can stay as involved as they were before," said O'Connor. The cadet staff quickly reorganized weekly meetings – grouping cadets based on their career and specialty track interests. Cadets were able to complete additional training and qualifications in their chosen track, and form personal relationships with like-minded peers.

Schmitt and O'Connor, along with Cadet 1st Lt. Brenden Miller, the orientation flight cadet commander, also had to figure out how to keep the squadron's prospective cadet intake program on track through virtual classes. Miller worked with Schmitt to develop a plan for conducting a remote orientation course that could keep potential new cadets engaged in this new environment.

"The cadet orientation staff met to plan, reflect, and problem-solve throughout the eight weeks of the class," Schmitt explained. The result was a cadet graduating class of five new members, after having started with eight trainees. Teaching drill remotely was the biggest challenge. The concern was that cadets would practice the wrong way for two months, without the benefit of in-person coaching. "Our staff taught instead with video examples, with the understanding that we would work together once we could be in person to better practice the footwork," Schmitt said.

The staff has already been working to improve the next remote course and is discussing the benefits of integrating some remote learning opportunities, even as the squadron eventually returns to in-person meetings.

Without in-person meetings, senior members and cadets alike worked to continue operations and address new needs as they arose. When the 8th grade promotion and high school

graduation ceremonies of many cadets were canceled, Schmitt organized a digital recognition ceremony to honor the cadets' achievements during a squadron Zoom meeting.

As the weeks turned into months, it also became evident that training courses would need to be turned into virtual classes. Squadron 302's Maj. Chris Dusard worked with Arizona Wing training staff to again use Zoom to hold a day-long mission scanner course and 406 direction finding (DF) refresher class. Nine Arizona Wing members attended the virtual scanner class, and 302's Deputy Commander for Cadets 2nd Lt. Frank Arvizu finished his qualifications by flying training sorties during the Memorial Day Precautionary Search and Rescue mission on the Colorado River. Twenty-four Arizona Wing members attended the 406 DF refresher class.

Southwest Region Small Unmanned Aerial Systems (sUAS) Director of Operations Capt. Don Fry, a squadron 302 member, has taken the wing's virtual classroom to the region. He and other sUAS team members are training new technicians and pilots for future sUAS operations. Weekly Zoom meetings focus on two or three specialty qualification training records tasks. "This is a region-level effort, and instructing will be shared by a different wing each Thursday," said Fry.

There will be more virtual training and operations in Arizona Wing. A virtual Squadron Leadership School, another mission scanner, and a mission observer virtual course are scheduled. The wing's inspector general is also conducting subordinate unit inspections via the internet and video conferencing.

Until the prohibition against in-person meetings is lifted, Squadron 302's members will continue to hold meetings, conduct training, participate in Arizona Wing operational exercises, and accomplish any other tasks that can be done remotely. 🇺🇸

Below: Lt. Col. Gordon Helm participates in a wing-wide operational exercise from home using Zoom and a Google Earth map.





Top: Spirit Composite Squadron cadets participate in virtual PT. (Screenshot photo: Maj. Mary A. Fox, CAP)

Spirit Composite Squadron Holds Virtual PT Meeting

by 1st Lt. Michael R. Saul, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – On May 14, 2020, Albuquerque Heights “Spirit” Composite Squadron hosted its second successful Physical Training (PT) evening, hosted by Capt. Karen Barela, the squadron’s PT Officer.

The squadron has been using a virtual meeting platform for all its meetings since March 19, 2020, in compliance with National Headquarters’ directive suspending in-person meetings until such time as they are safe to be resumed.

The PT program was designed specifically for online training by Cadet Staff Sgt. Dylan Mamawal, who has trained as a competitive gymnast and used his expertise to develop a series of exercises that would not only benefit his fellow cadets, but also work in the land of virtual training.

A major lesson learned from this experience was to ask the cadets to turn their computer screens downward, so that staff could see the cadets complete their exercises.

The COVID-19 Coronavirus has significantly impacted how squadrons conduct their meetings, and for Spirit Composite Squadron, virtual meetings have become a reality. In addition to PT, the squadron has also held virtual meetings on Character Development, Emergency Services, Aerospace Education, Drug Demand Reduction and Drill and Ceremonies. The squadron has also held online promotion boards and even promoted their members online.

“COVID-19 may change how we live and play, but it cannot take us down as a squadron,” said Squadron Commander Maj. Mary A. Fox. She concluded, “We will meet this challenge.” 🇺🇸



Top: Maj. Gen. Smith (screenshot outlined in red) discusses his feelings on the interactive webinar format for SLS, as class members look on virtually. (Photo: Lt. Col. Sherra Ogden)

Texas Wing Takes Professional Development to a New Dynamic Level

by 2nd Lt. Eric Holtzclaw, CAP, Oklahoma Wing

ENID, Okla. – When Civil Air Patrol (CAP) National Headquarters (NH) announced that a new professional development program for all CAP members would begin on August 4, 2020, many CAP members were motivated to complete their Level 2 and Level 3 requirements quickly.

Foremost among those are the Squadron Leadership School (SLS) and the Corporate Learning Course (CLC). The SLS trains squadron-level members to perform their squadron duties, and introduces leadership and management techniques. The CLC gives students an overview of how the wing functions in each of CAP's major mission elements, and how mission support functions enable these mission elements. The new training is expected to have a modular format, similar to a university learning style, and the existing SLS and CLC courses will no longer be available.

Left : Col. Regina Aye discusses leadership principles via webinar with 36 senior members of the first Online Interactive SLS Course. (Photo: Col. Regina Aye, CAP)

When the coronavirus pandemic struck and CAP NH ordered that all formal in-class professional development training be halted, commanders and staff members scrambled to find an alternative solution. That was when Lt. Cols. David and Sherra Ogden, based in Houston, proposed a plan that might guide





Southwest Region, July, 2020

the way future training is accomplished. When they presented it to Texas Wing (TXWG) and NH, CAP National Commander Maj. Gen. Mark Smith agreed to participate as a teacher.

TXWG Assistant Director of Professional Development Lt. Col. David Ogden is an experienced teacher, besides his CAP training background. In his professional career, he is a senior trainer for iSpeak Inc., where he provides communication, leadership and presentation skills training for students worldwide. Knowing that members would want to complete the SLS and CLC courses in order to grandfather under the legacy professional development program, he explored the possibility of using his work platform to host live virtual classrooms.

Left: (L-R): Lt. Col. Sherra Ogden and David Ogden discuss the next lesson plan during a break. *(Photo: Lt. Col. David Ogden, CAP)*

asked my boss if we could use the *iSpeak* license for Adobe Connect to facilitate this instruction. Before I could complete my proposal, my boss agreed at once!" Thus, the Ogdens adapted the SLS and CLC material to live interactive formats and routed the proposal through NH. Because of Texas' great distances, TXWG had previously been granted a waiver to CAP Regulation 50-17 to allow alternative instruction methods for SLS and CLC, provided all course objectives were fully met.

Right: 2nd Lt. Eric Holtzclaw listens to professional development instruction by Lt. Col. Sherra Ogden (screen) as part of the online SLS format. *(Photo: 2nd Lt. Eric Holtzclaw, CAP)*

Without delay, the Ogdens set up the virtual training and announced the training opportunity to TXWG members. Priority enrollment was given to those displaced because of social distancing requirements. Knowing that this was a challenge that other wings were facing as well, the Ogdens opened registration to additional wings, including Oklahoma Wing (OKWG). When the first SLS class started, 36 students had signed up and an all-star cast of instructors included the experience of 28 specialty track Master Ratings, 200 combined years of CAP service, current or former wing commanders from 4 different wings, 2 current or former region commanders, and CAP National Commander Maj. Gen. Mark Smith.

Scheduled over a two-week period, the course met electronically three evenings weekly for a few hours, on Tuesday through Thursday. This was designed to maximize attendance for those working away from home and others dealing with social distancing requirements. On the first evening, former TXWG Commander Col. Sean Crandall taught officership and public trust. Recapping the first session, he emphasized that, to go far, it is important to surround oneself with people who are better than one is.





Above: (L-R) 2nd Lts. Jennifer and Raymond Pfang attend the SLS class online from their home office. (Photo: 2nd Lt. Jennifer Pfang, CAP)

The second evening featured Maj. Gen. Mark Smith, who facilitated Introduction to Leadership. He said that it was his first time using this teaching format and initially had been apprehensive, but felt that there was still an interactive component to get responses from the students, and he thought that it went very well. A question and answer block allowed students to ask the instructor for clarification. The national commander felt that online instruction will be the wave of the future, and that technology now allows effective interaction between the students and the instructor. He spoke on leadership principles, and reminded all that compassion as a leader goes a long way, especially with an all-volunteer force. He explained that doing the right thing and standing behind one's principles is essential.

CAP Chief of Education and Training Col. Regina Aye spoke about the legacy professional development program transitioning to the new education and training program. She explained that the new system will be presented in a different format, and believes it will benefit everyone more efficiently. She reminded students that in August 2020 the system will change, and only a few months would be allowed to "grandfather" and complete their current level under the legacy professional development program. She told students that they should be "a river, not a reservoir," by passing on what they learned through leadership and mentorship.

Class instruction included interactive group activities, and the ability to provide feedback through chat, audio, and visual formats. This was new to many SLS students, who were surprised at how user-friendly the webinar platform was.

Second Lt. Doug Griffith, a member of Enid Composite Squadron, OKWG, said, "This was an awesome approach to learning. To be able to receive such high-level officers teaching this program was a further plus to the experience."

Senior Member Ronda Kilian, a member of Azle Composite Squadron, TXWG, said, "I learned so much about everything in CAP from this course, even doing it online. I come from a small unit, and getting the understanding from so many different folks was great."

Second Lt. Agustin Trujillo, a member of Ellington Composite Squadron, TXWG, said, "I gained confidence and enjoyed being able to talk and learn from long-time senior members of CAP."

Second Lt. Paul Katz, a member of Apollo Composite Squadron, TXWG, summed up the course by saying, "The webinar format was an excellent presentation and well organized. They took a bad situation with all of us being on lockdown from COVID-19 and put the time to great use."

Lt. Cols. David and Sherra Ogden will bring this new virtual format to more areas of training in CAP. "It is the wave of the future for CAP professional development," said Sherra Ogden. 🇺🇸



Top: Looking straight at a B-17 Flying Fortress of World War II fame, this photo is taken from the balcony of one of two hangars that display the three-dozen historical aircraft. (Photo: S.M. Carmel-Ann Ditch, CAP)

Below: Outside view of the Strategic Air Command & Aerospace Museum. (Photo: Strategic Air Command Museum)

On the Road with ‘Dr Bob’ in Ashland, Nebraska

by Lt. Col. Bob Ditch, CAP, Arizona Wing

MESA, Ariz. – What stands taller than a cornstalk in a Nebraska farm field? How about an Atlas Centurion missile?

Tucked away along the midpoint of Interstate 80, 30 miles south of Omaha and 30 miles north of Lincoln, Nebraska, lies the small farming community of Ashland, Nebraska. Surrounded by unharvested farm fields and creeks swollen from winter snowstorm runoff, stands an Atlas Intercontinental Ballistic Missile (ICBM), welcoming visitors to the Strategic Air Command & Aerospace Museum. It is a fitting tribute to both the former Strategic Air Command (SAC) and the



nation's aerospace mission. The Atlas stood vigil as the nation's first ICBM, personifying SAC's "Peace is our Profession" promise during the Cold War, while also offering the nation a booster to launch Astronaut John Glenn's Friendship 7 capsule into space for his historic orbital mission.



Above: SR-71 Blackbird at the entrance to the museum. (Photo: S.M. Carmel-Ann Ditch, CAP)

But there are bigger surprises inside. Enter the museum lobby doors and come literally “nose to nose” with the pitot tube of a fully restored Lockheed SR-71 Blackbird reconnaissance aircraft.

The museum, a national treasure, opened at Offutt Air Force Base, Omaha, Nebraska, in 1959 as the Strategic Aerospace Museum. The vision of General Curtis E. LeMay, then SAC's legendary commander, for a museum designed to preserve historic aircraft, had become a reality. Over the years, the outdoor museum's name changed to the SAC Museum.

On May 16, 1998, following an unprecedented campaign that resulted in \$33 million in donations, the museum moved indoors to its current location between Omaha and Lincoln, offering more public access, and protection of the aircraft from the elements to which they had previously been exposed. Then, on June 15, 2001, the name was changed to the Strategic Air & Space Museum. This change incorporated the museum's rich U.S. Air Force heritage, reaching a larger audience, capturing the expansion of Aerospace Education, and captivating the interest and imagination of everyone. On June 25, 2015, the museum announced yet another name change to Strategic Air Command & Aerospace Museum, to reconnect to the museum's original mission of preserving SAC's history, while still promoting public interest in aerospace and science.



Above: Thermonuclear hydrogen bomb mockup next to a SAC B-47 bomber that carried it during the Cold War. (Photo: Lt. Col. Bob Ditch, CAP)

The museum is a \$29.5 million, 300,000-square-foot, three-piece structure, featuring a glass atrium, two aircraft display hangars, a traveling exhibit area, a children's interactive gallery, a 200-seat theater, a museum store, an aircraft restoration gallery, SAC Combat Crew Alert Facility quarters, and a flightline snack bar. The glass atrium is constructed of 525 glass panels that encase the high-altitude Lockheed SR-71 Blackbird. The two aircraft display hangars protect from harsh outdoor elements the collection of three dozen historic aircraft and exhibits. The museum participates in an exhibit exchange program with other national museums, and displays them in the traveling exhibit area. In front of the museum, three large missiles are displayed vertically outdoors.

Experiencing constant growth, the museum is always restoring heritage aircraft, such as the recently completed T-29 navigator trainer and (currently in restoration) an EC-135 Looking Glass, SAC Airborne Command & Control Center. This aircraft has been flown by Lt. Col. Dave Mickle, USAF-Retired, a member of the Arizona Wing. He served multiple years as a command pilot on that aircraft.

So, if you ever find yourself driving between Omaha and Lincoln, Nebraska, and think that it all looks alike (corn, corn, corn, and more corn), make a stopover in Ashland for a wonderful aerospace education and Air Force heritage experience. Where else can you view the largest operational plane ever built in the nation, the B-36 bomber, snuggle up to a fully restored H-Bomb mockup, crawl into a B-52 bomber cockpit, fly multiple flight simulators, and study the science of space travel? 🇺🇸



Top: The United States Air Force Academy's graduating Class of 2020 sits eight feet apart from each other, in observance of social distancing. (Photo: *New York Times*)

Guest Editorial

Social Distancing: The New Normal

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – Of all the decisions made as a result of the COVID-19 Coronavirus pandemic, the most significant, and perhaps the most controversial, is social distancing – maintaining a distance of at least six feet from others to avoid catching or spreading the virus.

What hath social distancing wrought? We have brought upon ourselves a dilemma of Shakespearean proportions: whether it is nobler in the mind to reopen the country to restore the economy's health, or to wait things out until a vaccine can be developed.

No one is arguing for re-contaminating the population, nor for an unending shutdown, but everyone will be happier when a solution is found. While all human life is precious, Americans must also realize that, to save the country, people must do everything they can to stem the continued threat of the COVID-19 in our midst.

Even after the shutdown is lifted, shaking hands and hugging may be frowned upon for some time to come. Social distancing may become the new normal, but it can't last forever; human beings are social creatures who crave social contact. John Donne wrote that no man is an island – something that Americans must be ever mindful of – as we struggle to return to a semblance of what used to be. 🇺🇸

On Language

The Influence of Foreign Languages on English

AUSTIN, Texas – English, in common with at least German, uses a comparative and a superlative suffix, which are commonly known, though not everyone uses them correctly. Part of the problem is that our great melting pot called America has absorbed and assimilated many people who spoke other languages, especially romance languages (Spanish, Italian, Portuguese, French and the like). Assimilation, however, is not free, because those immigrants who learned American English, in turn, influenced English regionally, that then spread nationally. Consider the Spanish *sombrero*, and *burro* that entered English through the Southwest.

However, the influence of foreign languages, not limited to nouns, has also affected syntax. A case in point is that of the comparative and superlative (such as *more* and *most*, or *better* and *best*). The same as in German, the English *best* is unitary, in the sense that there can be only one *best* (or *most*, or *richest*, or *oldest*, and the list is endless). Therefore, one can say, “the best two,” but should not say “the two best,” since the latter would imply that each of the two in question is best, in which case neither one could be *the best*.

One possible explanation for this common syntactical error is that, in Spanish, the comparative and superlative are seldom expressed in a single word. The Spanish equivalent of *the better* is *el mejor*, and that of *the best* is *el mejor de todos*. However, in English, *the best of all* (the literal translation of *el mejor de todos*) is redundant and trite, so only novice writers are apt to use it.

It is in the plural that syntax can go awry, as the Spanish *los dos mejores* (literally *the two better*) can be expressed correctly as either *the better two*, or *the two better* and therefore, without reasoning it any further, many people will state the latter in the superlative as *the two best*, which are the literal translation of the perfectly clear Spanish *los dos mejores de todos*.

A major contributor to the English lexicon is German. For instance, *kindergarten* is taken directly from the German *Kindergarten*, literally, “a garden of children” (as opposed to “a children’s garden”). Although this word sometimes has been Anglicized as *kindergarden*, this alternate spelling has not yet gained acceptance. Vestiges of German linger in some words such as *child*, whose plural is not formed with the usual suffix -s but the suffix -ren, suggesting an ancient connection between the German plural *Kinder* and the English plural *children*.

Another example is *outlander*, that is a direct descendant of the German *Ausländer*, from the German *Land* (country) with the prefix *aus-* (out-) to form the German noun *Ausländer* (in German, all nouns are capitalized).

Reading a facsimile of the original *The unanimous Declaration of the thirteen united States of America* is revelatory. As was the style at that time – carried over from Middle English – in this document most nouns are capitalized, and the double ess is spelled with a long s followed by a short s, that is a transliteration of the German Eszett (ß) (abandoned by contemporary German spelling that now requires the use of the double ess, no doubt to adjust the language to comply with modern computer-sorting algorithms). Furthermore, in this document, a single letter s shows as a long s. For a first-hand look, an online copy of the facsimile in question may be found here: https://upload.wikimedia.org/wikipedia/commons/8/8f/United_States_Declaration_of_Independence.jpg

This document, dated July 4, 1776, capitalizes Course, Creator, Rights, Life, Liberty, Happiness, Governments, Men, Powers, Form, Right, People, and so on – all nouns. It could be argued that Creator, as a synonym of God, was capitalized out of pious respect, but the other nouns lack any religious significance.

The Declaration of Independence was written by educated men steeped in the culture and traditions of England and its institutions, so it must be accepted that the way this document is written reflects how the language was used in England and its colonies at that time.

Going back to Spanish, the expression *ten-gallon hat* has been accepted into English with the meaning of “cowboy hat,” although the Merriam-Webster Dictionary gives no history on how that

name came to be. Even to the casual observer, the first cue about its questionably accepted meaning is obvious, since the capacity of the hat's crown is far short of ten gallons; actually, it is not even a gallon. So why *ten-gallon*?

In Spanish, it is called *sombrero de diez galones*, but here *galones* does not mean gallons at all. In Spanish, *galón* also means trim, or adornment, that is often woven in either gold or silver. The term *galones* is commonly used to describe military rank uniform insignia. So, in the case of the ten-gallon hat, it describes an expensive wide-brimmed hat, richly adorned with ten rows of trim, perhaps in gold, silver, or silk. This kind of hat was the mark of wealth displayed by a Mexican country gentleman, who usually owned a large estate, and not a cowboy at all. In fact, the hat worn by Mexican *vaqueros* (the equivalent of cowboys), being a working garment, was free of adornment. Therefore, in the end, the American English *ten-gallon hat* is a misnomer, since rather than a translation it is a transliteration.

Another Spanish contribution to English has been *jerky*, that describes strips of sun-dried meat. The Merriam-Webster Dictionary calls it "jerked meat," and the verb *to jerk* is given as meaning "to preserve (meat) in long sun-dried slices," without giving any etymology. But the Online Etymology Dictionary defines the noun *jerky* as "1850, American English, from American Spanish *charqui* "jerked meat," from Quechua (Inca) *ch'arki* "dried flesh." In the same source, the definition of the verb *to jerk* specifies first use in 1707, American English, from American Spanish *charquear*, in turn from the [Quechua] *ch'arki*.

A more recent addition to the English language is Ombudsman, defined in the Merriam-Webster Dictionary as, "A government official (as in Sweden or New Zealand) appointed to receive and investigate complaints made by individuals against abuses or capricious acts of public officials," but gives no etymology. The Online Etymology Dictionary lists first use in 1959, from Swedish *ombudsman*, literally "commission man" (specifically in reference to the office of *justitieombudsmannen*, which heard and investigated complaints by individuals against abuses of the state); cognate with Old Norse *umboðsmaðr*, from *umboð* "commission" (from *um-* "around," from Proto-Germanic *umbi*, from Proto-Indo European (PIE) root **ambhi-* "around," + *boð* "command," from PIE root **bheudh-* "be aware, make aware") + *maðr* "man" (from PIE root **man-* (1) "man"). (Some convoluted origin...)

Denim comes from the French, and describes the cloth developed in Nîmes and called *Serge di Nîmes*, later shortened to *di Nîmes*, finally settling on *denim* (in French, the ending *s* is usually silent). It was also made in Genoa, Italy, hence the popular name "jeans."

Ostracize comes from the Greek for pottery. If someone was a danger to the town, the people would write their vote on chunks of pottery to decide whether to banish him or not. *Ostracism* and *ostracize* derive from the Greek *ostrakizein* ("to banish by voting with potsherds"). Its ancestor, the Greek *ostrakon* ("shell" or "potsherd"), also helped to give English the word *oyster*.

Night, from the German *Nacht*, first meant "day," because the day began at sunset, such as in many other ancient civilizations. It comes from Late Old English *niht* (West Saxon *neahht*, Anglian *næht*, *neht*) "the dark part of a day; the night as a unit of time; darkness," also "absence of spiritual illumination, moral darkness, ignorance," from Proto-Germanic **nahts* (source also of Old Saxon and Old High German *naht*, Old Frisian and Dutch *nacht*, German *Nacht*, Old Norse *natt*, Gothic *nahts*). Thus, in Old English combinations, *night* was "the night before (a certain day or feast day);" compare German *Weihnachten* "Christmas," literally "holy night." In early times, the day was held to begin at sunset, so Old English *monanniht* "Monday night" was the night before Monday, or what we would call *Sunday night*. The Greeks, by contrast, counted their days by mornings, which they passed to the Romans, and is reflected in Latin.

There are also many English words of African origin, among them: *Banana*, from Wolof, through Spanish; *Chigger*, from Wolof or Yoruba; *Ebony*, from Ancient Egyptian *hebeni*; *Macaque*, from Bantu *makaku*, through French and Portuguese; *Okra*, from Igbo *ókùrù*; and many others. 🍌

Lt. Col. Arthur E. Woodgate, CAP
SWR Director of Public Affairs



Top: In Hyde Park, New York, Frederic William Vanderbilt built a Beaux-Arts mansion in 1896-1899. It is now a National Historic Site.

About “Keeping up with the Joneses”

A Tale of People and their Houses

AUSTIN, Texas – How did the idiom *Keeping up with the Joneses* come about? If you think it was first used in the 1913 cartoon strip of the same name, that ran until 1940, or the 2009 (*The Joneses*) and 2018 Hollywood movie comedies, you are unaware of its architectural origin.

In the early 1800s, seeking to spend summers in healthier rural surroundings, New York City's established families began to build relatively modest one- and two-story clapboard, board-and-batten, or stucco wooden houses by the Hudson River in Columbia and Dutchess Counties, where they could enjoy spectacular river views and play on their naturally landscaped acreage. They were designed as family retreats for country living, with an abundance of French doors, verandas, and breezeways, most of them with cedar shingle roofing. They called them cottages.

Almost all the land on which these cottages were built had been part of the 1715 land grant bestowed on Robert Livingston by King George I of England, a 250 square mile area on the margin of the Hudson River south of Albany. This large New York tract became known as Livingston Manor in Columbia and Dutchess Counties. Barely a century later, it had been split among multiple heirs and, therefore, reduced to smaller parcels. Not unexpectedly, most

generously landed properties in that New York State area were owned by the many descendants of Robert Livingston (1st Lord of Livingston Manor), their spouses, and heirs.

Right: Built in 1853, the 24-room brick and slate roof *Wyndcliffe* mansion had an elevator.

Below: *Ferncliff* was built in 1852.



Most Hudson River cottage owners bore relatively old family names, such as Astor, Delano, Rensselaer, Roosevelt,

Schermerhorn, Vanderbilt and the like, who were considered “old money,” and played an important part in New York society – the so-called “400.” Then, in 1853, on Mill Rd. in Rhinebeck near Rhinecliff, Elizabeth Schermerhorn Jones built a 24-room Gothic brick villa that she named *Wyndcliffe*. It had a slate roof and an elevator, overwhelming the size and simplicity of existing cottages. Elizabeth was married to Gen. James I. Jones, who was a prominent New York socialite. (Elizabeth Schermerhorn Jones was the younger sister of Caroline Schermerhorn Astor. The latter’s landed property *Ferncliff*, in Rhinebeck, was one of the largest in the area.) The American writer Edith Wharton was related to the Joneses through her father, George Frederick Jones. It was at this point that many Hudson Valley cottage owners started improving and remodeling their properties, many in Federal or Palladian style, starting an architectural race of catch-up and, in the process, giving birth to the expression *keeping up with the Joneses*.





Above: The *Wilderstein* house on the Suckley estate was built in 1853. It is now a not-for-profit museum.

Next to *Wyndcliffe*, around the corner of Morton Rd. towards Rhinecliff, stands *Wilderstein*, built by the Suckley family, also a Gothic style house, but wooden and of more traditional construction. There, Margaret (Daisy) Suckley (1891-1991) was born and lived all her life. She was one of four women in the Franklin D. Roosevelt (FDR) *Little White House* in Warm Springs, Georgia, and also FDR's long friend and personal archivist. It was she who gave him his Scottie *Fala*, who became a memorable and much-photographed presidential dog.

In the mid-Hudson Valley, as the 19th century waned, the now grand residences were led by the Astor, Jones and Suckley families in Rhinebeck, and Vanderbilt and Roosevelt families in Hyde Park. These properties had ample acreage, ranging from 100 to nearly 3,000 acres. Also, these mansions often had many smaller buildings on their grounds, at a distance from the main property, built to house the workers who kept up the property and served at the main house.

On Rhinebeck's Mill Rd. (now South Mill Rd.), the Jones estate abutted with the Suckley property. The latter had a gatekeeper's house on Morton Rd. (that led to Rhinecliff), as well as a dairyman's cottage away from the river and across South Mill Rd., with a large barn and carriage area by its side. During the great remodeling race, this barn acquired a slate roof (laid over the existing cedar shake roof), as well as significant Palladian architectural touches. Built on two levels against a low hill, the cow stalls were on the lower side at the rear, and the cart and carriage storage area was on the upper level at front. At the top level, it had a barn-wide hay loft. Margaret Suckley, who never married, inherited the main property *Wilderstein* on the riverside of South Mill Rd., while her sister Betty, who had married Lyttleton Hambley, got the dairyman's cottage and barn, together with 20 acres.



Above: In Newport, Rhode Island, Cornelius Vanderbilt II built *The Breakers* in 1893. It replaced the 1878 house of that name built for the tobacco tycoon and yachtsman Pierre Lorillard IV, who helped make Newport a yachting center.

Below: Aerial view of *The Breakers* (at center). The largest in Newport, it has been a National Historic Landmark since 1974.

This Hudson Valley race towards ostentation and conspicuous consumption was eclipsed in the 1870s when the extremely rich began to build their veritable palaces (mislabelled cottages, perhaps ironically) in Newport, Rhode Island, during what has been dubbed *The Gilded Age* (ca. 1870-1900). The least imposing of these Newport cottages made *Wyndcliffe* look like a poor man's house, hardly worth a second look. Chief among them, in 1892-1895 Cornelius Vanderbilt II, senior member of a family that had made a vast fortune in shipping and railroads, erected the new ocean-view *The Breakers*, which he had to build twice, since his first effort burned to the ground after completion. These grand houses harked back to the great English country houses, surpassing many of them.



In Hyde Park, a town south of Rhinebeck towards Poughkeepsie, Frederic William Vanderbilt purchased 600 acres and built a Beaux-Arts mansion in 1896-1899 that is now a National Historic Site. It was architecturally traditional, though it featured many modern touches, such as central forced-air heating, and all-electric lighting and services. The electricity was supplied by his own hydroelectric unit built on the Crum Elbow Creek, that ran through the property. This was the first house to have electricity in the area. The *New York Times* called it, "The finest place on the Hudson between New York and Albany," but FDR thought it "a monstrosity."



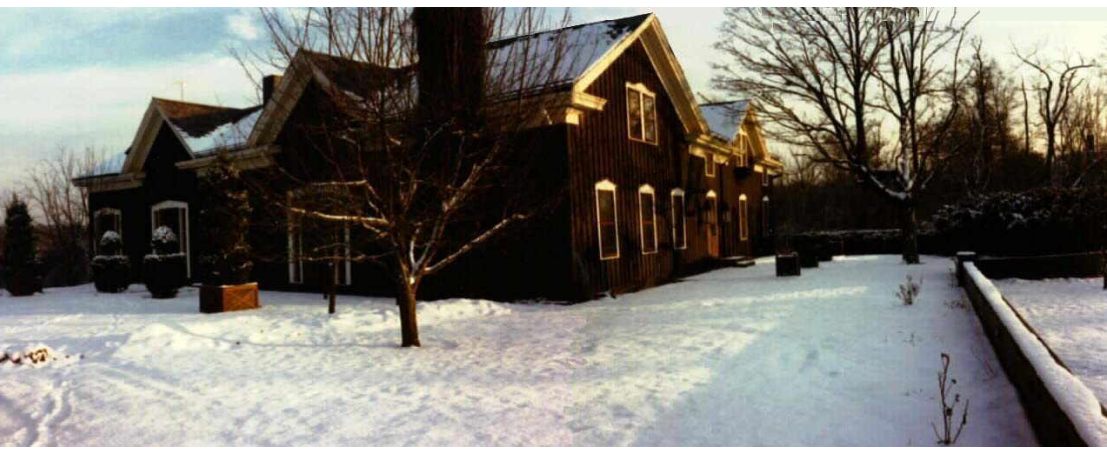
Above: *Springwood*, the FDR mansion in Hyde Park, was finished in 1915. It has been a National Historic Site since 1944.

Below: Fronting on South Mill Rd. at right, Betty Hambley's converted barn, photographed in 1978.

In 1845, Josiah Wheeler, a New York City merchant, purchased a large Hyde Park farmhouse built around 1800 in Federal Style that he remodeled in Italianate Style, enlarging it into a 15-room residence. In 1866, FDR's father, James Roosevelt, purchased the estate with some 640 acres, and made many improvements to the main house and surrounding structures, enlarging most of them. Then, in 1915, FDR and his mother Sarah more than doubled the size of the house, to make it suitable for FDR's purposes as he prepared to pursue a political career. The site has been a National Historic Site since 1944.

In Rhinebeck, the first structure on South Mill Rd. to be graced with a new life was Betty Hambley's barn, which she sold in 1962 to the New York interior designer Stephen Mallory (1994 Hall of Fame inductee), together with 10 acres. After being selected by First Lady Jackie

Kennedy, Mallory had redone the White House's Blue Room. Then, at the height of his professional reputation, he applied his austere, no-frills talent to the



Hambley barn which, largely retaining the existing exterior, he transformed into a two-story 12-room, 6,000 sq. ft. house that featured a 30x30 ft. living room with a Versailles-pattern oak floor, large French doors on three walls, and exposed hand-hewn hardwood beams. Some interior details echoed 18th century French country house features. Mallory and his family continued to live in New York City, but spent the summers and holidays in Rhinebeck, which became his show house to entertain his friends and attract new clients.

In 1978, Mallory sold this property to this author and his wife, who lived there until 2001, when they sold it and retired to the Austin area. The new owners, in turn, improved the property with modern touches.

Right: In 1987, the living room in Hambley's converted barn.

Below: View of what remains of the failed restoration of Wyndcliffe. *Sic transit gloria mundi.* (Thus passes worldly glory).

The Suckley's *Wilderstein* fared well too, and at Daisy Suckley's death in 1991 it became a not-for-profit museum, restored to its former glory.

Eventually, the Joneses ran out of money, *Wyndcliffe* went to seed, its great lawns and park were parceled out and sold piece by piece, until only 2.5 acres were left to the once impressive house (a very small lot by the area's standards). Then, what remained of it was sold at auction. Its new owner reportedly spent some \$200,000 trying to restore it, but eventually declared bankruptcy, and today it stands as the slowly crumbling shell of a house, with little more than the exterior walls standing. Tongue-in-cheek, the neighbors call it, "the castle."

So, what does *Keeping up with the Joneses* really mean? It is just another way of describing the irresistible human impulse that moves people to spend enormous sums of money for the sake of earning social recognition and respect. This is a contest in which, inevitably, some pockets will be far deeper than others, and the ultrarich will surely be able to outspend the merely rich. 🇺🇸

Lt. Col. Arthur E. Woodgate, CAP
SWR Director of Public Affairs



The Safety Corner

COVID-19

One side effect of the social distancing mandates imposed by COVID-19 has been a huge reduction in reported mishaps since mid-March 2019. As the states and CAP begin to open back up, there will be an increase in mission related CAP activities. You can find the latest CAP guidance on COVID-19 here: <https://www.gocivilairpatrol.com/covid-19-information-cena>

As we resume our normal CAP meeting functions, it's especially important to dust off our Risk Management (RM) tools and ensure we're conducting the best Risk Assessment (RA) for each activity on the schedule.

CAPR 160-1 Safety Management paragraph 3.3 describes two types of RM: Deliberate RM and Real-Time RM. This article will focus on Deliberate RM, and when it is required.

Deliberate RM, documented on a CAPF 160 (instructions are included on the last page https://www.gocivilairpatrol.com/media/cms/CAPF160_7_May_2020_D185E324398F9.pdf) signed by the member in charge of the activity or mission, is required for events that include:

1. Cadet Encampments
2. National Cadet Special Activities
3. Flight Clinics
4. Cadet Orientation Flight Days
5. Other activities with multiple aircraft/crews sorties
6. Any time a squadron, wing or region activity is conducted for the first time, or at a new venue, or when there is a significant change in members involved in the planning, execution or supervision
7. Any time a unit receives custody of a new model aircraft or new type of CAP vehicle. The assessment should include the care and storage of the new equipment, and the training and familiarization requirements for all members utilizing the new equipment
8. All other activities that are conducted outside the normal scope of unit activities, such as road-trips, air show support, squadron moves, organized cadet trips, events lasting longer than 24 hours, and other similar one-time activities

A couple of points about when an activity Safety Officer (SE) is required:

1. All National Cadet Special Activities (NCSA), wing encampments, and
2. Any other organized CAP activity or event lasting more than 48 hours or spanning two nights will have a designated activity SE

The SE works under the supervision of the activity director/commander. An SE should have either previously served as an activity SE or possess a Technician level in the Safety Specialty track. For all activities that include flying, the activity SE should be a general aviation pilot or a CAP aircrew member.

The activity SE *must* have completed the Activity Safety Officer training module in eServices *during the current or previous calendar year* (emphasis added).

Space doesn't permit going into more detail, that will be addressed in future articles.

If you are a Commander, remember that Safety is *your* program. Your SE is there to administer the program for you, keep you informed of developing safety trends and provide assistance to subordinate units. Use the SE's expertise and make sure the SE is involved with the planning of all your unit activities.

If you are a Safety Officer, remember that you're not going it alone. Coordinate with other staff members and don't be afraid to ask for help from SEs in other units, should you have a problem or question that you're unable to figure out.

Questions or comments on this article? Please let me hear from you!

Col. Robert Castle, SWR Director of Safety

Associated Press Style in a Nutshell

Below are the most important rules to keep in mind when writing in AP Style

- Write the title in normal English-language capitalization. Never all in caps.
- Add your byline below the article title
- Do not format the text in the article (only exceptions are: bullet comments and numbered paragraphs in a section that details a process or sequence).
- Do not indent the first line of a paragraph.
- Use AP Style rules for punctuation.
- Single space the article. At the end of each paragraph, execute two end-of lines (Enter key).
- Do not introduce artificial paragraphing by hitting the Enter key at the end of each line in your article. Instead, let the text wrap naturally and tap two Enter keys at the end of the paragraph.
- Use only a single space after a period.
- Insert a dateline at the beginning of the article, following AP Style rules.
- Answer the 5Ws: Who, What, Where, When, Why + the honorary W: How. In writing a CAP article, you will always know the 5Ws.
- Write all dates in AP style.
- Do not use postal codes instead of state abbreviations in the dateline (not OK but Okla., not NM but N.M.) but some states have no abbreviation, such as Texas.
- Write all military grades in AP Style.
- Write the article in the third person singular.
- Express no opinion.
- To express opinion, use one or more quotes of qualified sources – always get the quoted person's permission to include the quote, unless it is a matter of record (printed article or recorded audio-visual). Get the quoted person's grade, name, job title and organization.
- Never self-quote.
- Identify all persons by grade or title, name, job title if material, and organization.
- Never refer to a young person as "kid."
- When a young person is a CAP cadet, never use "kid," "boy," "girl" or "child" but identify each one by grade, full name (or last name only – never first name only), and unit of assignment.
- Never use "their" for the possessive of a singular subject, such as, "the cadet took their meal."
- Avoid the abbreviations i.e. and e.g. You may know what each one means, and the Latin words they represent, but most people confuse the two. Be clear. Write in English and leave Latin and non-English to scholars.
- Refer to CAP members by grade, name, duty position and unit of assignment. Never by first name.
- On second or subsequent references, use only the last name, except when there are two persons with the same last name, in which case the use of both first and last name is preferred (never just the first names).
- In the case of CAP or military commanders or high-ranking senior members, on second reference use the grade and last name.
- Do not use Lt. as a grade. Lt. is a mode of address. The correct grade may be 2nd Lt. or 1st Lt., but never Lt. Only the Navy and Coast Guard have the grade of Lt.
- Do not use exclamation marks in the body of your article, as doing so expresses opinion.
- Use simple declarative sentences.
- Avoid the passive voice.
- Remember the rules of English grammar and syntax, and follow them.
- **For best results**, buy the latest copy of the Associated Press Stylebook, available at a modest cost at www.ap.org – read it, study it, know it, and use it. 📖